

Latitude 38

VOLUME 232. OCTOBER 1996

WE GO WHERE THE WIND BLOWS



BULK RATE
U.S. POSTAGE
PAID
NAME
Los Angeles
CALIFORNIA

You picked your boat with great care...



You should do the same with your marina.

Remember when you bought your boat. You checked out every little detail. You compared prices and you didn't settle for the first offer. Were you as careful in picking the right Marina? Let's face it, no matter how active a

sailor you are, your boat spends most of its time docked. Therefore it becomes very important to choose a marina that measures up to your own and your boat's needs. Do your homework. Take this simple test and see if your current marina or the marina you've been considering measures up to Grand Marina.

DOES YOUR MARINA MEASURE UP?

LOCATION:

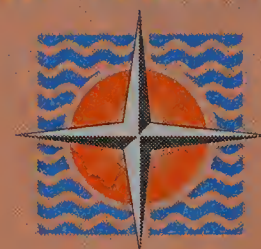
	GRAND MARINA	X MARINA
• Safe and scenic	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Easy access by car	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Central Bay location	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Protected from the sea	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FACILITIES:

• Over 400 Concrete Berths 30-60 ft.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Secured Gatehouses (Key Accessed Only)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Dockside Electrical (up to 50 A - 220 V)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Cable TV & Telephone Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Trailerable Dry Storage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Heated & Tiled Restrooms with Individual Showers	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Full Service Fuel Dock & Mini Mart	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Sail & Powerboat Brokers On Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>

BOATYARD & MARINE CENTER:

• 60 Ton TRAVELIFT	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• 2 Acre Boatyard	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Complete Service Facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Chandlery	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Electronics Sales & Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Engine Maintenance & Repair	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Machine/Prop Shop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Rigging Shop	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Canvas Work and Woodworking	<input checked="" type="checkbox"/>	<input type="checkbox"/>



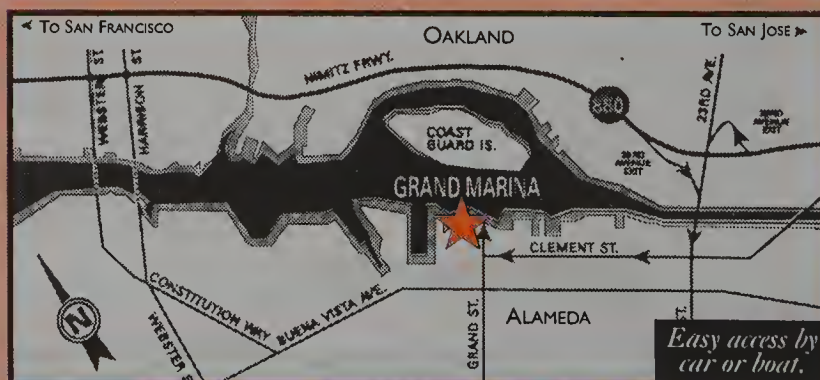
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Re-Quest the Best - And Get It!



**Re-Quest*

Re-Quest, Glenn and Gaby Isaacson's Express 37, has done it again. In a tough one-design fleet, *Re-Quest* has won the 1996 season, scoring five first-place finishes in the ten-race series.

Re-Quest also won last month's 101-year-old San Francisco Perpetual Challenge Cup against Balboa Yacht Club of Southern California.

Glenn and Gaby's previous boat was *Quest*, an apt description of sailing at its finest: that challenging quest for optimizing your boat's performance, for understanding the winds and currents, for refining tactical strategies.

And for finding the right sailmaker - one who takes the time to study your boat and analyze, then service, your sailing needs.

Search no further. Pineapple Sails takes pride in building only the highest quality sails and providing reliable personal service.

Pineapple Sails - a real find!

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Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda & Seabird Sailing Center in Berkeley
Bay Riggers in Sausalito



PINEAPPLE SAILS

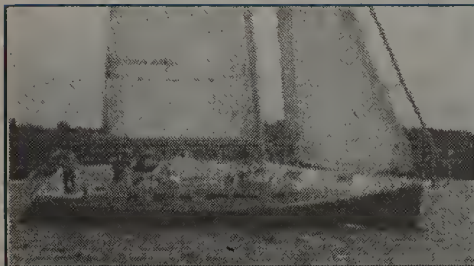
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123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

A Predator's Cruiser?



**BOB PERRY'S
NEWEST
DESIGN, THE
SAGA 43 IS
SLEEK AND
FAST LIKE A
BARRACUDA**

The Speed of a Predator

Borrowing heavily on BOC technology, the SAGA 43 has been conceived to swiftly cross the world's oceans with the speed of a 50-footer.

State of the Art Rig

The variable geometry rig means maximum efficiency and balance at any point of sail. Yet it handles with the ease of a 38-footer.

Efficiency

While the deck of the SAGA 43 is laid out for the business of easy fast passages, the well-appointed interior is surprisingly roomy, comfortable and elegant. The serious sailor has been kept very much in mind in all phases of this totally new yacht.

NOW AVAILABLE AT PASSAGE YACHTS

Each SAGA has a story – start yours today by calling Jack, Alex or Ben, your Passage consultants.

BEST BROKERAGE BUYS

BENETEAU LISTINGS

21' BENETEAU 210, 1993	\$17,500
30' BENETEAU FIRST 305, 1985	30,500
43' MOORINGS 432, 1988	91,000

SAIL

27' CASCADE, 1981	\$19,500
27' SEA RAY, 1982, engine overhaul ..	21,900
28' SOUTHERN CROSS, 1979	27,500
30' FARALLON, great cruiser, 1976	32,500
30' ANGELMAN, 1957, refit	19,500
30' CATALINA, 1985	30,000
31' CAL, 1979, outstanding	29,900
31' CAL, 1983, charter income incl	31,995
32' COLUMBIA, 1976	19,500
34' ERICSON, 1987	64,900
36' HUNTER, 1992, charter income	89,995
37' ISLAND PACKET, 1995	164,000
52' ALDEN SCHOONER, 1932, restored	75,000

SELECT NATIONAL LISTINGS

35' ISLAND PACKET, 1990	\$127,900
38' ISLAND PACKET, 1988	138,000
39' BENETEAU OCEANIS 390, 1992	114,000
40' PASSPORT, 1984	178,000
40' BENETEAU FIRST 405, 1987	89,000
41' BENETEAU FIRST 41s5, 1983	138,000
42' BENETEAU FIRST 42, 1982	79,500
50' MOORINGS 500, 1990	195,000
62' BENETEAU, 1993	595,000



MOORINGS 432\$91,000
Motivated seller!



ERICSON 34\$64,900



CAL 31\$29,900
Outstanding!

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COVER PHOTO: *Latitude/Richard*
The maxi Falcon leads Morning Glory in the
best Big Boat Series ever!
But Larry Ellison said Sayonara to them both.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.



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Fax (510) 234-0118

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Many of our clients visit
us to view our new
boats. This traffic
also generates
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to Sell Your Boat!**

We Offer Choices Not Compromises

BENETEAU FARR 461

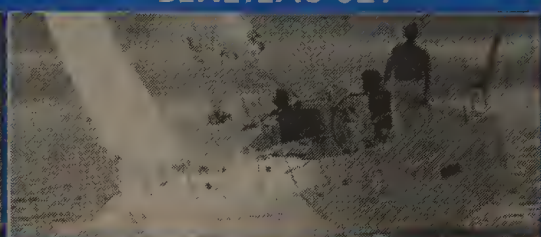
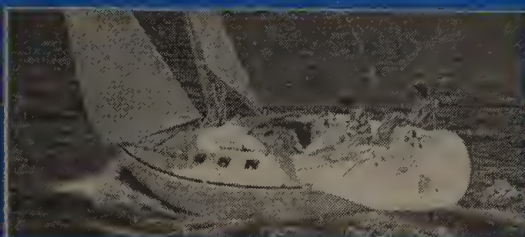
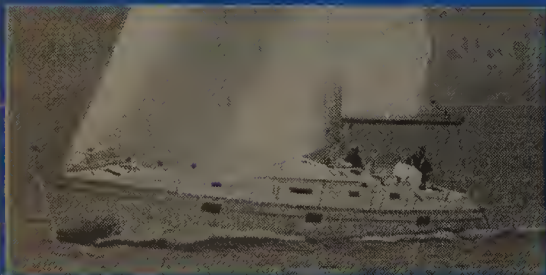


<http://www.sailnet.com/beneteau>

BENETEAU 400

BENETEAU 367

BENETEAU 321

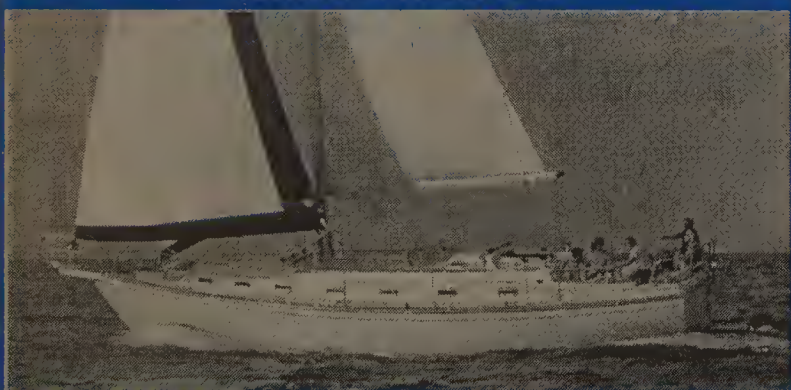


42s7 shown by appt.

Also see the 351

Beneteau 76 • 64 • 50 • 461 • 44cc • 42s7 • 400 • 40cc • 380 • 36s7 • 351 • 321 • 281 • 25

ISLAND PACKET 45

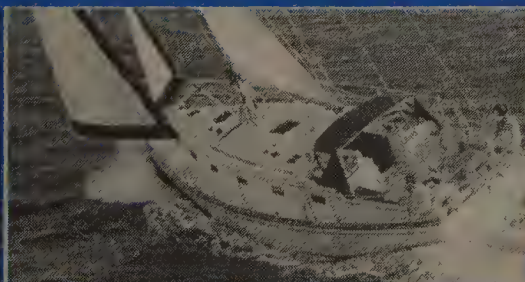


<http://www.boatshow.com/islandpacketyachts.html>

ISLAND PACKET 40

ISLAND PACKET 37

ISLAND PACKET



PACKET CAT 35

Beneteau: Because the Sea Demands the Best

Beneteau has a profound respect for the sea.

After building ocean-going yachts for more than 100 years, Beneteau understands that the sea makes no allowances for compromises in design or construction. Every Beneteau is designed for the best of times and built to withstand the worst of times. Beneteau has more sea miles of experience than any other manufacturer.

Beneteau offers you fast, easily managed cruising yachts from 32' to 70'. But if you want to sail like your hair is on fire, Beneteau offers you choices including the new Bruce Farr B25 36s7, 42s7, 53f5 and custom speedsters like Corum, and the Whitbread 80s. Beneteau offers you better boats at a competitive price. Before you buy any production boat supposedly suited for coastal cruising check out a Beneteau. You'll be glad you did.

Call about Beneteau Rendezvous November 2

Modern Yachts Embracing Traditional Values

More Bay Area sailors are choosing Island Packets for serious offshore passage making and liveaboard comfort than ever before. The Island Packet 45 was voted the best large cruising yacht and best value for 1996 by the experts. Boat buyers from Europe to Hong Kong are casting their votes by choosing Island Packet 45s, 40s, 37s, 350s, 29s and Packet Cats for their cruising needs.

Island Packets are thoroughly modern yachts in design, construction, and performance. The quality of finish and detail in all Island Packets speaks of old world craftsmanship when a man's pride was reflected in his work. You will find no compromises in an Island Packet. You will find the traditional virtues of quality, performance and value.



Dealer For:

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Fax (510) 234-0118

A BOAT FOR EVERY BUDGET

< 35'

Beneteau 25
Beneteau 281
Beneteau 321
Beneteau 351
Island Packet 29
Island Packet 350

< 40'

Beneteau 36s7
Beneteau 381
Beneteau 400
Beneteau 40CC
Island Packet 37
Island Packet 40

< 45'

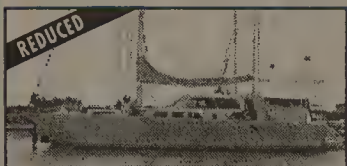
Beneteau 42s7
Beneteau 44CC
Island Packet 45
Saga 43

> 45'

Beneteau 461
Beneteau 50
Beneteau 53f5
Beneteau 62
Bordeaux 70
Custom Projects

Bay Island YACHTS

**MULTIHULLS
BROKERAGE**
New Production
In Association with Cruising Cats, USA



50' CUSTOM TRI. Veteran of a world cruise, this cat needs to be let out again. Well maintained and equipped to go anywhere this is a must-see for the person considering a circumnavigation. Lying in the Bay Area, call for an appointment to view. Now asking \$119,000.



34' GEMINI 105M. The newest in a line of catamarans designed by Tony Smith offers you more than any other cat at a very affordable price. 3 staterooms, hard dodger, spacious interior and great performance. If you've been thinking Catalina or Hunter in the 40' range, look at this before you decide.



48' PRIVILEGE, 1990. This 14.7 model has all new electronics and is being set up for cruising. Current owners love her but have decided to go bigger. This is a great opportunity for you to step aboard and start cruising in paradise. Please call for complete information.



35' LAGOON. The newest addition to the Lagoon line, built by Tillison Pearson, this 35 features an up galley with full standing headroom all the way forward. Designed by the premier team of Morrelli & Melvin, this little gem not only sails well but gives you the room of a 40' monohull. Available from 35' to 67' +.

FOR SALE

37' Lagoon	\$214,000	42' Lagoon, '91	245,000
37' Prout	137,000	43' St. Francis	220,000
37' Lagoon, '95	245,000	47' Lagoon	329,000
38' Kennex 380	157,000	47' Harmony	299,000
39' Fair Cat	189,000	48' Privilege, '90	298,500
39' Privilege, '91	from 139,000	53' Custom, '85	169,000
39' Fidji, '91	148,000	55' Lagoon	475,000
40' Narseman, '92	169,000	60' Ollier, '84	175,000
42' Privilege	319,000	64' Shuttle	990,000
42' Catalina	278,000	75' E.T.E.L. Charter	375,000

PHONE (510) 814-0400

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SMALL YACHT DIVISION



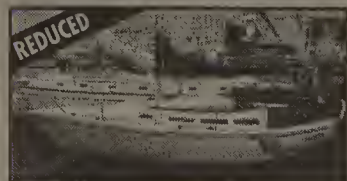
35' ERICSON 29,500
Diesel, furling, fridge & much more.



30' NEWPORT MKIII 22,950
Great layout and a great price!



30' LANCER 21,500
Very roomy for her size, good value.



30' CATALINA 28,500
2 boat owner wants offer, very clean.

MOST BOATS AT OUR DOCKS

25' Yamaha	\$10,950	30' C&C Mega	9,950
25' C&C, '74	9,500	30' Lancer	21,500
26' Cheay Lee, '71, diesel	15,000	30' Newport	22,950
27' Col 2-27	13,700	30' Santana 30/30	27,500
27' Ericson	2 from 11,900	30' Cololino	28,500
27' O'Doy, '86, diesel	13,900	30' Hunter, '76, diesel	15,900
28' Islander	18,900	30' Odyssey, '75, diesel	14,900
28' Morgon Ol	5,995	30' Mego	9,995
28' Tritan	8,950	34' Formosa center cockpit	27,900
28' Pearson	19,000	34' Ericson X	29,950
29' Ericson	14,900	35' Ericson	29,500

Bay Island Yachts • (510) 814-0400
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Current issue = \$5.00 • With classy ad placed = \$3.00

Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

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- ☐ We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- ☐ Please send me further information for distribution outside California.

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Latitude 38

"we go where the wind blows"

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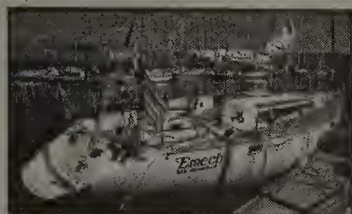
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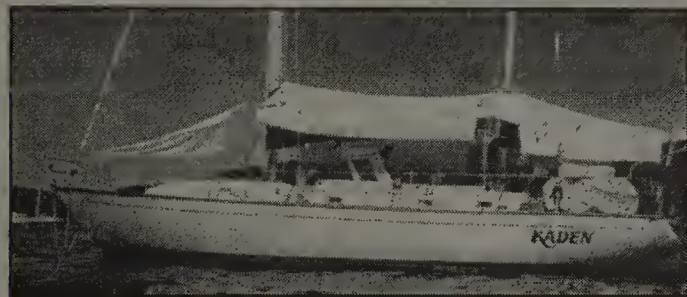
50' COLUMBIA 104,900
New lots of things, great shape.



57' CUSTOM STEEL 175,000
Ready for around the world trip.

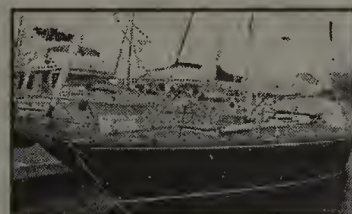


45' JEANNEAU 119,000
3 stateroom performance cruiser.



48' CELESTIAL, 1985

Recently returned from an extended cruise, she's awaiting new owners to take her on the ocean again. Equipped w/late model electronics and everything you need for comfort and safety. Easily handled by two in all conditions. Located at our dock, so stop by and take a look or call for a color brochure. Asking \$205,000.



40' PEARSON \$69,500
Live on or cruise, she does it all!



42' BENETEAU FIRST 99,500
1985. Race or cruise, she's ready.

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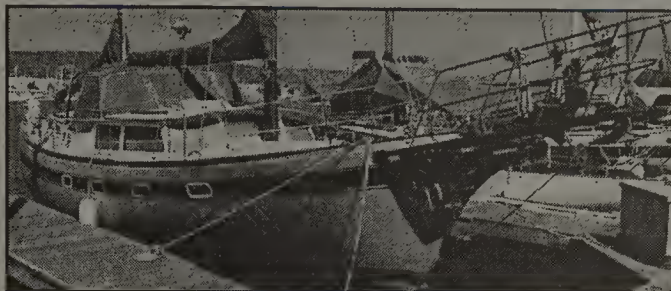
Celere 47



Bay Island YACHTS



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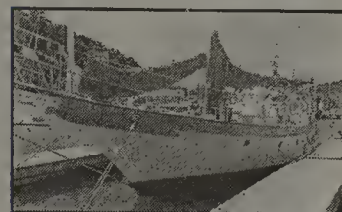


41' ISLANDER FREEPORT

New to the market, this Perry-designed cruiser is in very good condition with lots of toys. Equipped w/ a 130hp diesel, if the wind doesn't blow you can still get there in a hurry. Call for a complete specs list or a color brochure. Asking \$92,500.



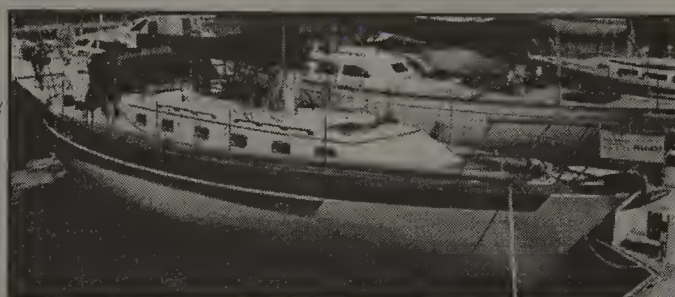
50' MARINER 198,500
Pilothouse, completely world cruise ready.



47' VAGABOND 149,900
Aluminum spars, many upgrades.



45' COLUMBIA 69,500
Great for dockside living/cruising.



42' PASSPORT, 1985

One of Huntingford's most popular designs. she makes a great open ocean cruiser with a good turn of speed and comfort high on the list. This one's never been outside the Gate and shows like new. At our dock or call for more info and a color brochure. Asking \$179,000.

Additional Quality Listings

25' C&C	\$9,500	41' NEWPORT	\$69,900
26' CHEOY LEE	\$15,000	41' ULTRALIGHT	\$69,900
27' O'DAY	\$16,900	42' PASSPORT	\$179,000
27' ERICSON, '78	\$11,900	43' GULFSTAR	\$89,900
28' PEARSON, '79	\$19,000	44' HARDIN	\$115,000
28' ISLANDER	\$18,900	45' COLUMBIA	\$69,500
29' HUNTER 29.5, '94	\$49,950	45' JEANNEAU, '85	\$119,000
29' ERICSON	\$14,900	47' VAGABOND	\$149,900
30' CATALINA	\$28,500	47' CELERE	NEW \$399,500
30' SANTANA 30/30	\$27,500	48' PRIVILEGE CAT	\$298,000
30' ODYSSEY	\$14,900	48' CELESTIAL	\$205,000
30' HUNTER	\$15,900	50' CUSTOM TRI	\$139,000
30' S-2 9.2A	\$36,500	50' MARINER	\$198,500
33' HUNTER 33.5, '89	\$49,500	50' COLUMBIA	\$104,900
34' FORMOSA CC	\$27,500	50' BOC RACER	\$129,500
34' ERICSON X	\$29,950	50' CHEOY LEE, '66	\$98,000
35' ERICSON	\$29,900	57' ALDEN, '31	\$225,000
40' CHEOY LEE MIDSHIPMAN	\$64,900	57' STEEL MOTORSAILER	\$175,000
41' FREEPORT	\$92,500		

St. Maarten Listings

37' BENETEAU	\$67,000	45' BENETEAU 45f5, '91	\$119,000
37' AMAZON	\$137,000	49' WAUQUIEZ CENTURION	\$250,000
37' C&C 37+	\$95,000	54' IRWIN	\$325,000
38' ROBERTS	\$120,000	52' DYNAMIQUE	Offers
39' GIB SEA	\$98,000	54' IRWIN, '90	\$325,000
40' SWAN	\$55,000	55' TAYANA, '87	\$334,000
42' ABEKING & RASMUSSEN	\$120,000	59' WAUQUIEZ CENTURION	\$780,000
43' C&C	\$119,000	75' CUSTOM SCHOONER	\$329,000
44' CSY	2 from \$89,000	76' KETCH, business opp.	\$39,000

OVER 100 BOATS LISTED • CALL FOR A COMPLETE LIST



41' NEWPORT, '85 \$69,900
2 staterooms & loaded w/cruise gear.



33.5' HUNTER, '89 \$49,500
2 stateroom, roomy and a great price.

Mike Clausen • Neil Riley
Chuck Sorensen • Dave Wolfe

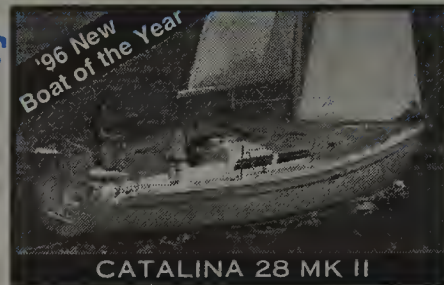
2099 GRAND STREET Δ ALAMEDA, CALIFORNIA 94501 Δ (510) 814-0400 FAX (510) 814-8765



CATALINA 250

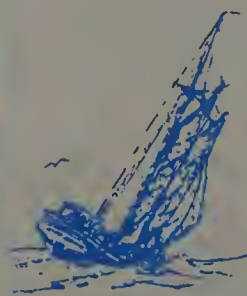
Catalina Yachts

1997s in Stock and on Display



CATALINA 28 MK II

SERVING THE
BOATING
COMMUNITY
SINCE 1965



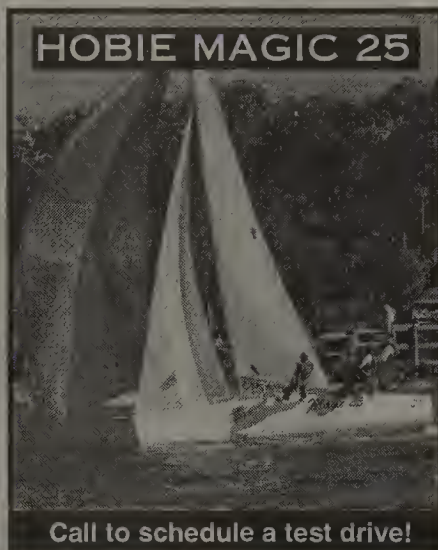
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OYC
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Fax (408) 476-5238
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HOBBIE MAGIC 25



Call to schedule a test drive!

BROKERAGE

POWER

25' Bayliner, '90	\$27,000
32' Phoenix, '86	\$38,500
31' Trojan, '71	\$18,900

USED SAIL

19' O'Day, '80	\$5,800
23' O'Day, '79	\$7,995
25' Olson	Inquire
27' Santa Cruz	Inquire
30' Olson, '81	\$17,990
35' Santana, '79	\$36,900

We've sold ten boats in the last month! We're almost sold out and need your listing!



SAIL EXCHANGE

USED SAILS UP TO 70% OFF

100s of Mains, Genoa's and
Spinnakers to Choose From . . .
Many Are New!

WE SHIP ANYWHERE AND THE
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OR YOUR MONEY BACK

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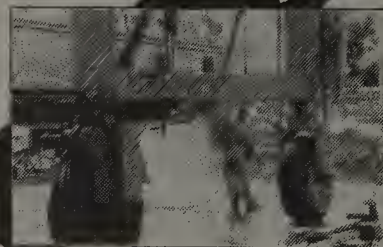
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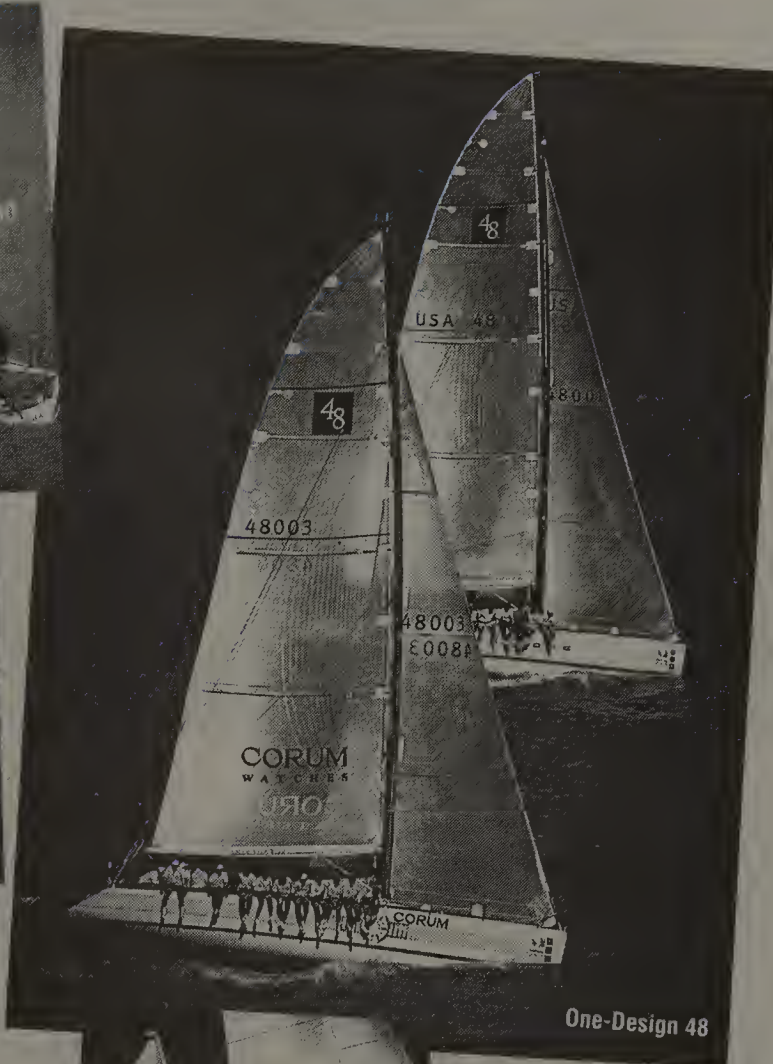
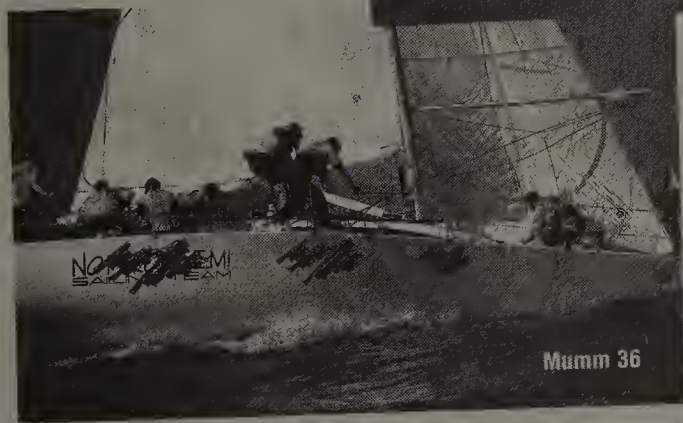
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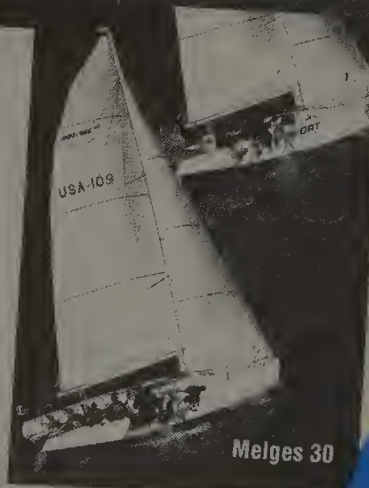
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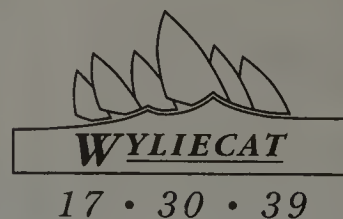
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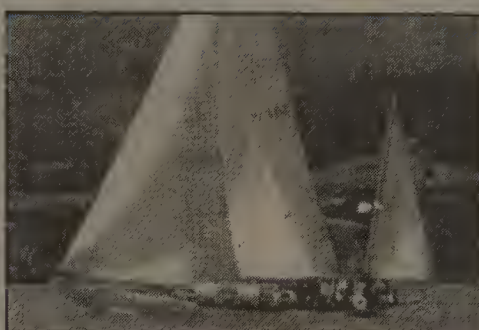
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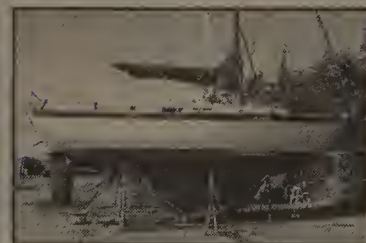
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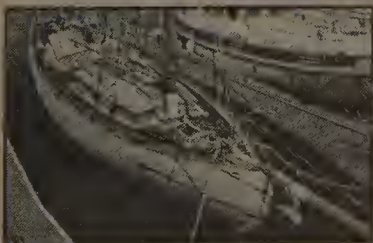
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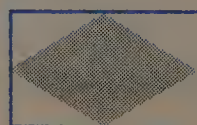
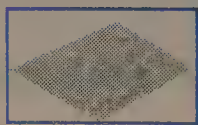
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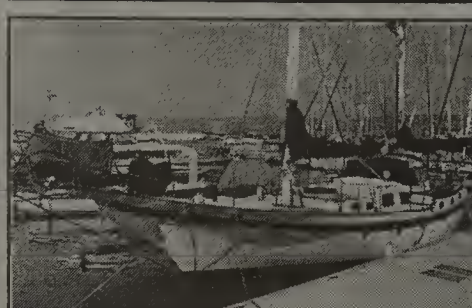
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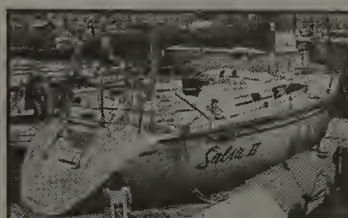
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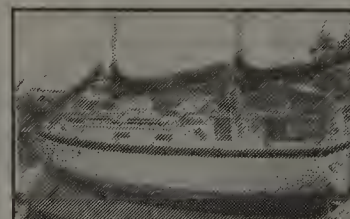
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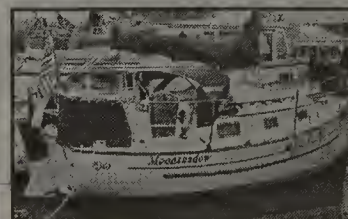
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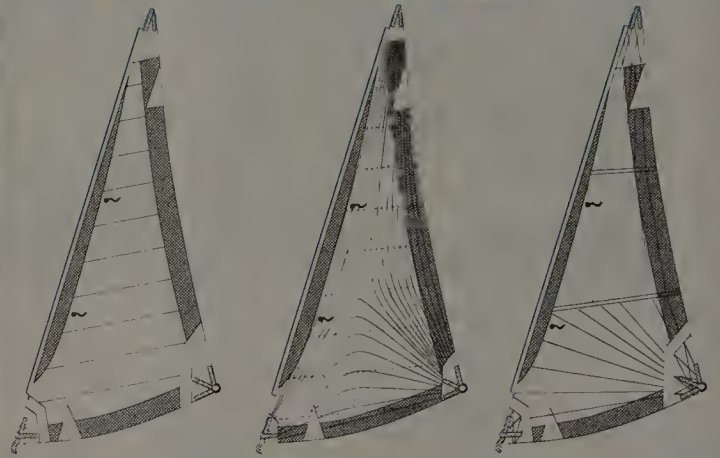
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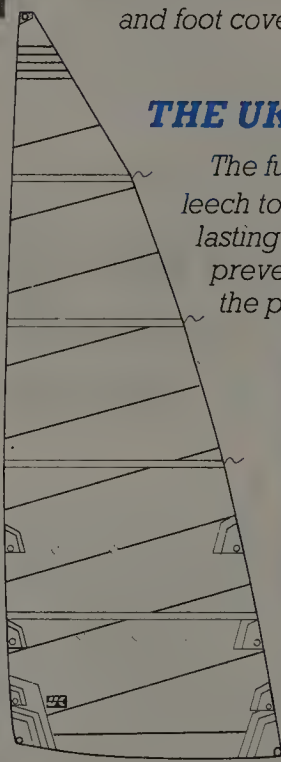
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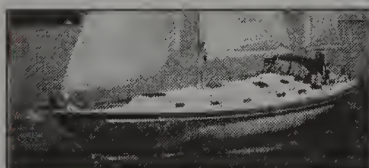
Swan 46 *sistership*



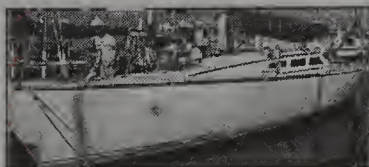
Swan 441



Swan 44



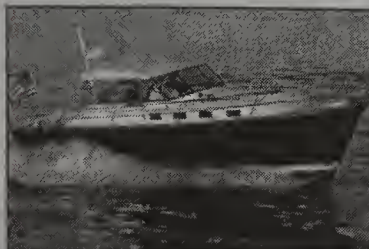
Pearson 42



Olson 40 *sistership*



Hunter 54

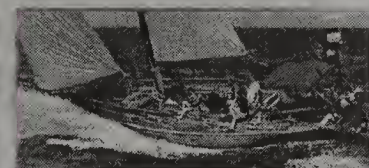


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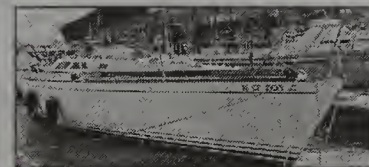
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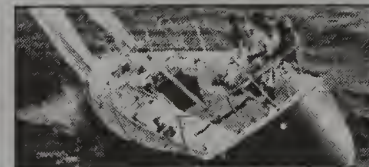
Hylas 44



Aloha 34 *sistership*



Cal 33



Tartan 10 *sistership*



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Sonship 58 *sistership*



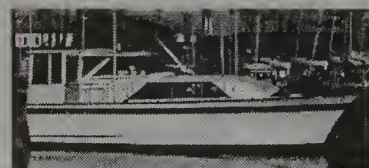
Hatteras 53 *sistership*



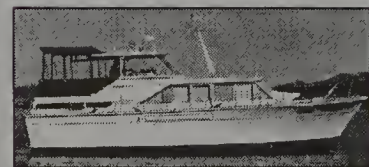
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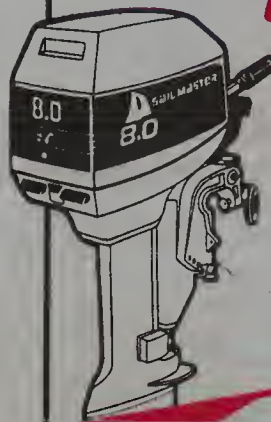


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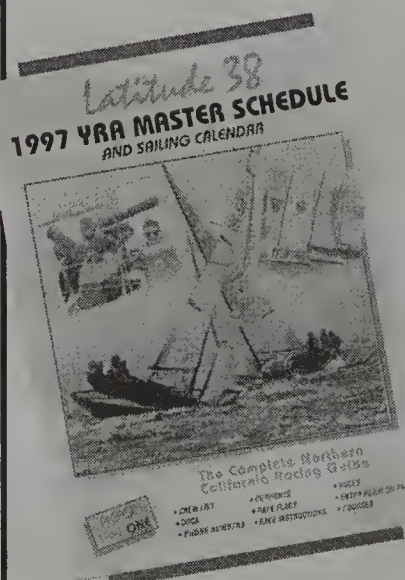
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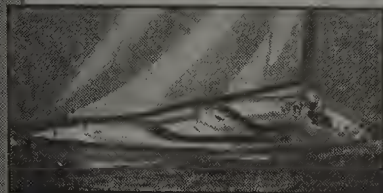
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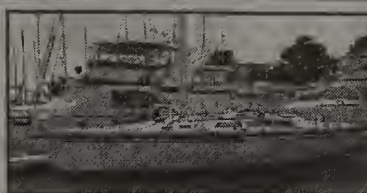
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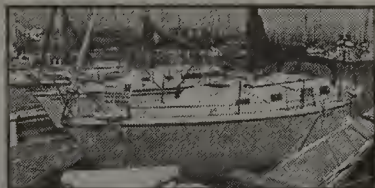
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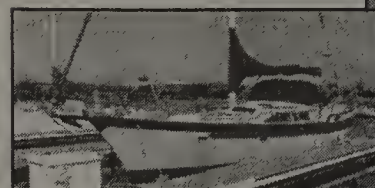
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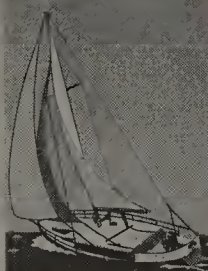
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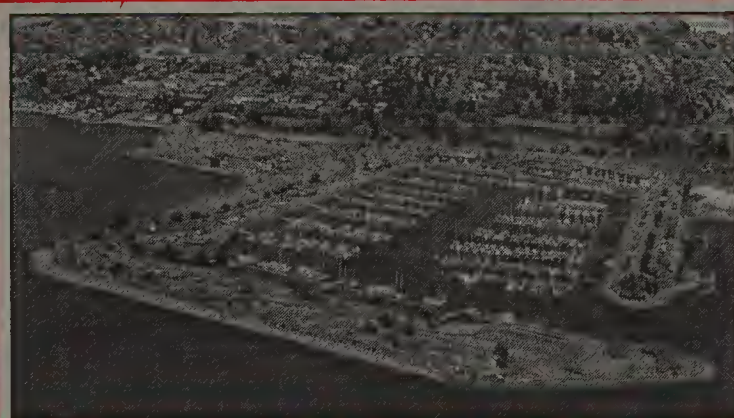
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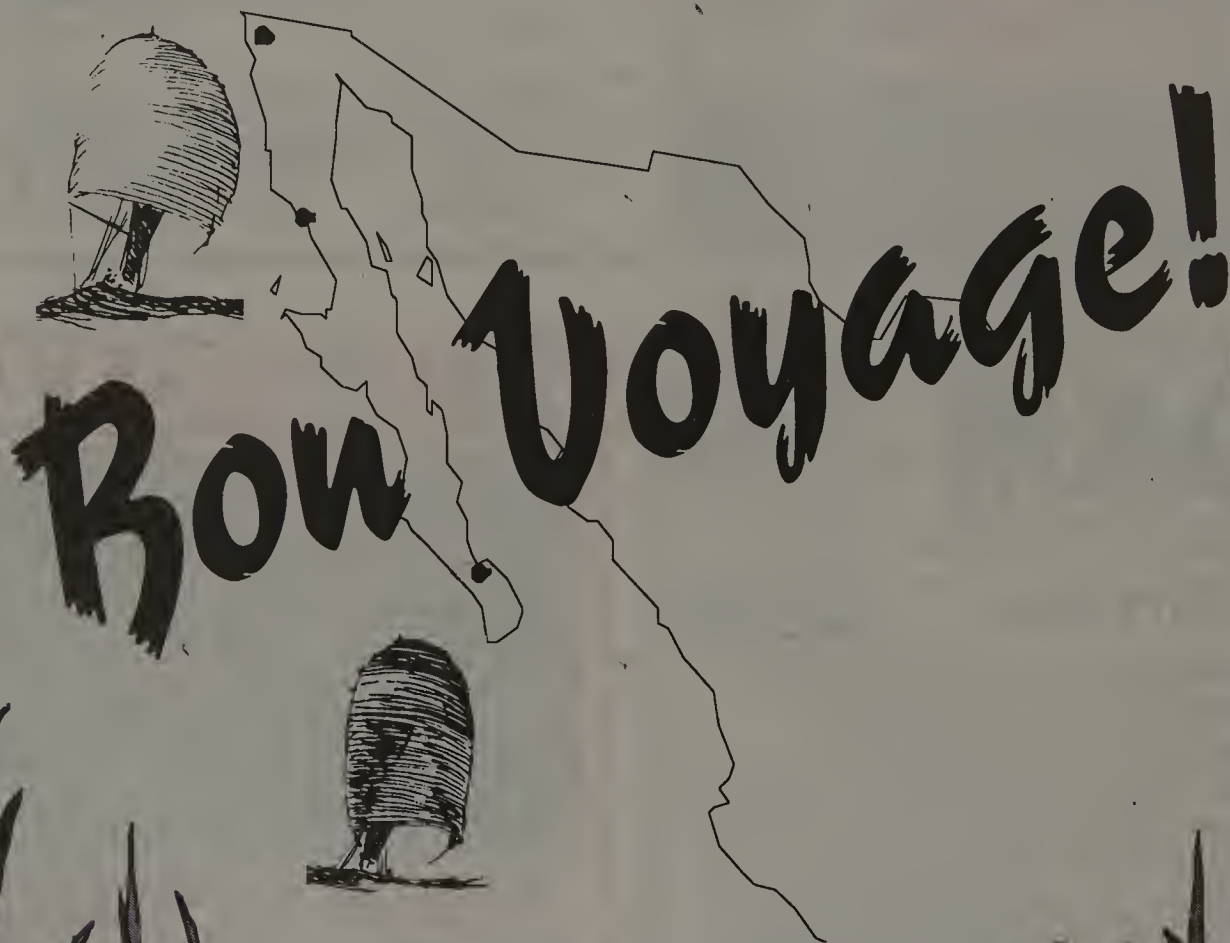
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Thank you again,

Pete Van Inwegen
Pete

It's nice to know that I can depend on you and your yard to get the job done while I concentrate on the business of selling. Great job to a wonderful yard and crew!

Thanks again.

Richard
Richard

Richard Boland Yachts

Dear Peter and the Staff at Mariner Boat Yard,

Thank you very much for donating the repairs on the 6 EYC FJ's. The bows look better now than they have in years! The Junior Program appreciates your tremendous generosity and cooperation in helping to maintain the equipment. Happy sailing!

Sincerely,

Susannah Cary
Susannah Cary
Director of Sailing



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It is great to see the effort that I know you have put out, result in progress. Good luck, and please give my best regards to your crew.

Sincerely,

Sid Brandt
Sid Brandt

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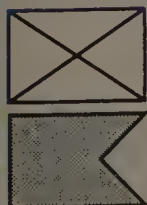
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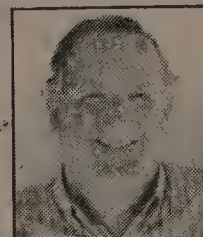
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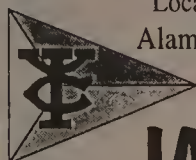
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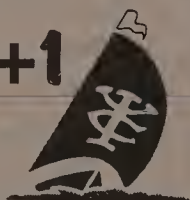
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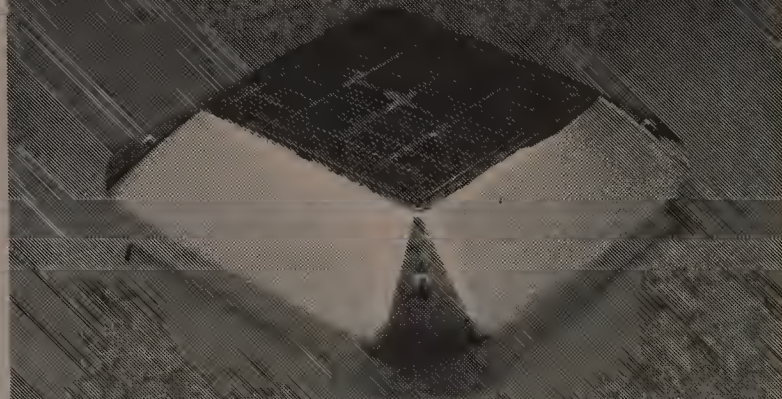
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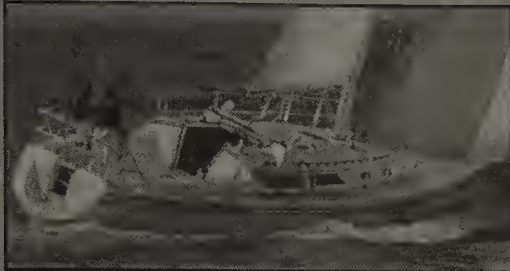


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Catalina 36 Mk II



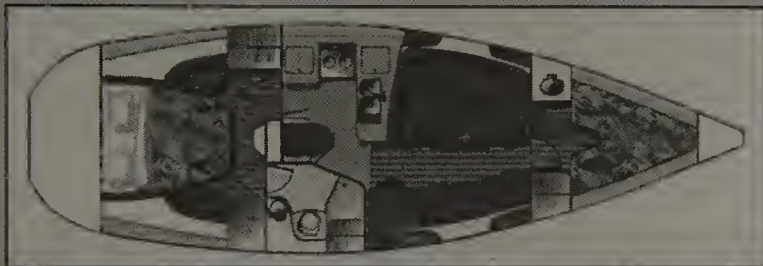
Catalina 320



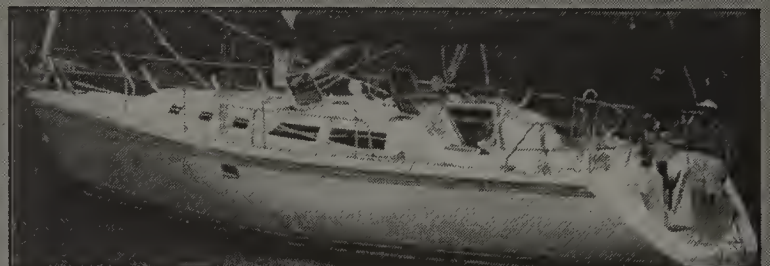
Catalina 28 Mk II

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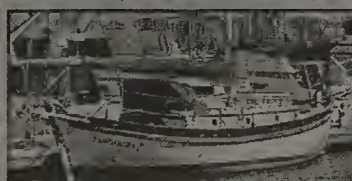
42' Catalina, 1994	\$149,000
42' Catalina, 1989	\$109,000
36' Nonsuch, 1989	\$135,000
36' Catalina, 1983	Reduced \$36,900
36' Lancer, 1982	\$29,600
34' Catalina, 1988	2 from \$56,500
32' Dreadnought, 1976-78 .	New listing \$44,900
32' Ericson, 1986	New listing \$42,900
30' Catalina, 1984	\$27,900
30' Catalina, 1979	New listing \$23,500
30' Santana 30/30, 1982 ...	New listing \$29,500
30' Newport, 1987	\$31,500
30' Hunter, 1976	\$22,500
30' Coronado	Listing pending
30' Cheoy Lee, 1965	\$15,900
28' Hunter 28.5, 1985	New listing \$24,950
28' Catalina, 1991	\$42,500
28' Newport, 1981	Listing pending
27' Catalina, 1981	New listing \$12,500
27' Catalina, 1977	\$8,000
25' Pacific Seacraft, 1977	\$21,500
23' Jeanneau Tonic 23, 1989, w/trailer	\$13,900



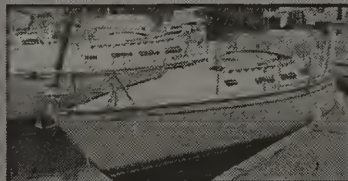
CATALINA 42, 1994 \$149,000



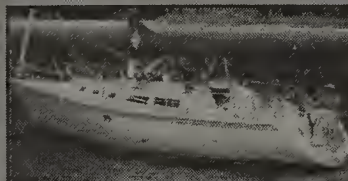
HUNTER 28, 1985 \$24,950



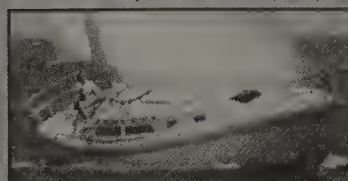
DREADNOUGHT 32, 1979 . \$44,900



CATALINA 38, 1980 \$46,995



CATALINA 42, 1989 2 from \$108,995



CATALINA 30, 1989 \$41,900

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42' Catalina, 1989, orig owner, radar	\$107,995
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Book Talk

In this letter I'd like to tell you about one of our most popular books, one that *SAIL Magazine* has called "an invaluable resource." It is *The Handbook of Offshore Cruising* (hardcover, illustrated, \$39.95) by Jim Howard and it may be one of the most valuable contributions to nautical literature in recent years. This book contains everything that an offshore cruiser needs to know about selecting and equipping a boat, trip planning and preparation, shorthanded sailing, systems maintenance, earning money while cruising and much more. And don't just take my word for it, listen to what *Cruising World* had to say in their June 1995 issue "...addresses an incredible number of the most important and basic issues... One of the most thorough primers to come along in quite some time."

ARIES REDUX

Those of you who are already familiar with *The Handbook of Offshore Cruising* may remember Jim Howard's praise for Denali's Aries wind-steering vane: "the best-made and most reliable piece of equipment on my boat." Well, here is some good news for all cruising sailors: Aries is back in production thanks to Peter Matthiesen, who will be continuing Nick Franklin's fine work. For more information contact: Peter Matthiesen

Ruglökke 30a
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tel. 01145 7445 0760 fax 7445 2960

Last time I told you about John C. Payne's *Great Cruising Cookbook*, filled with delicious recipes and tips for cooking on board. Not only is John an accomplished chef, he is actually a professional marine electrical engineer. In *The Marine Electrical and Electronics Bible* (hardcover, illustrated, \$34.95) he teaches everything you need to know to select, install, operate, maintain and troubleshoot electrical systems and appliances aboard. It's the most detailed and easy-to-follow book of its kind.

Sheridan House is now on the Internet! Browse before you buy at <http://www.yachtnet.com/sheridanhouse>. You'll be able to see updated book summaries, full color photos, and you may even find special discount information. You can also e-mail us at: sheribks@aol.com. We'd love to hear from you. And for those of you not fortunate enough to have on-line access, just phone, fax, or write and we'll be glad to send you a free catalog. Happy sailing!

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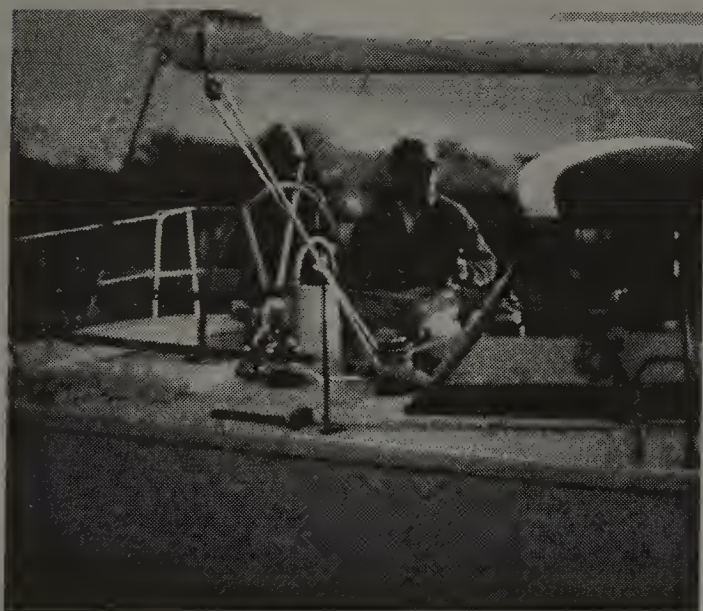
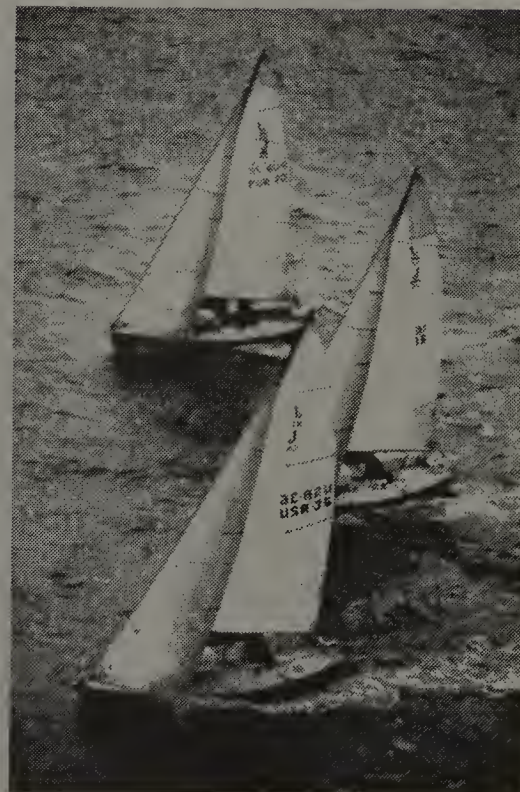
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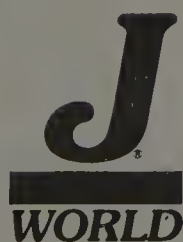


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CALENDAR

Nonrace

Oct. 1, 1986 — Ten Years After: The following tale appeared in a Sightings piece titled "Ruse of the 'Roos" in our October '86 issue. Supposedly this incident really happened during the America's Cup Trials in Perth, though we suspect the story was embellished in the retelling. True or not, it still cracks us up:

Scheeeeeeech... WUMP!

"Oh, shit, we've just hit a kangaroo."

That was how the afternoon began for members of the Canadian 12-Meter crew. It was a layday for the boat, so they had rented a mini-van, bought a case of cold ones and headed out to see the 'real' Australia, the Outback.

And now they'd upset the ecological balance.

They got out of the car and, not knowing what else to do, pulled the big animal off the road. At least the body wouldn't be further savaged by following cars. As it were, the 'roo looked amazingly intact. Not cuts, no broken bones, not a drop of blood, but quite obviously dead.

Before they left, one crewman grabbed a camera and had two others pose, holding the kangaroo between them. Click. Hey, that looked great. The next thing you know, the dead kangaroo was wearing a Canada II jacket and ball cap, and posing with various combinations of drunk sailors from the northwest. Click, click, click.

The only thing was, the 'roo wasn't dead. About mid-roll in the filming, his eyes popped open. This startled the nearest guy, who let go quick. The 'roo stumbled drunkenly into the others, who scattered soberly in all directions. Wouldn't you have liked to know what was on that kangaroo's mind when it came fully back to its senses — standing there wearing a ball cap and a bright red Canada II jacket, surrounded by five drunken sailors.

For several seconds, nothing happened. Then the guy wearing the t-shirt broke the spell. "Good boy, good boy, let me have the jacket back." The 'roo bolted, the men scattered. T-shirt gave short but futile chase. In an instant, the kangaroo and the jacket disappeared back into the bush. The jacket, of course, contained the guy's wallet, passport and all of his money. . .

Oct. 2 — Latitude 38's Mexico Cruisers' Crew List Fiesta, 6-9 p.m. at Encinal YC. \$5 at the door if you're not on the October '96 Crew List. See the Crew List article for more details.

Oct. 5 — Master Mariners Drake's Bay Cruise & Oyster Bake. Yo ho ho, and a bottle (or two) of rum! Craig Swayne, 285-1500.

Oct. 5-6 — Richmond Marina Bay Boat Fest. Boats (in the water and on trailers), refreshments and entertainment. Free! Info, (510) 236-1013.

Oct. 5-6 — 15th Annual Morro Bay Harbor Festival, celebrating the "muscle and bustle of a real honest-to-goodness working waterfront." Info, (800) 366-6043.

Oct. 5-6 — 8th Annual Wooden Boat Festival, sponsored by Bay View BC and Mariposa/Hunters Point YC. Marine swap meet, concours d'elegance, racing, seminars, food, fun, music, etc. Peter Snider, 255-7635.

Oct. 5-6 — Basic Coastal Navigation, a coed seminar hosted by the Corinthian YC Women. Kay Rudiger, 381-4758.

Oct. 10 — West Marine Sacramento seminar series: topsides (10/9), varnishing (10/23), Avon dinghies (10/14), ACR safety at sea (10/18). Info, (408) 476-1800.

Oct. 11-14 — Fleet Week, including the Blue Angels Air Show on Saturday and Sunday, approximately 12:30-3:30 p.m. See Sightings or call 864-NAVY.

Oct. 12 — Swap Meet at the West Marine store in Santa Cruz, 7 a.m. to 2 p.m. Info, (408) 476-1800.

Oct. 13 — Second Annual Wooden Boat Show at Corinthian YC, 10:30 to 3 p.m. Free! Alan Almquist, 459-7292.

Oct. 15 — SF Bay Oceanic Crew Group meeting, with presentation by Bob Heacock about sailing on the Californian. Fort Mason, Building C, Room 210, 7 p.m., free. Info, 979-4866.



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US Sailing certification. Starts October 30th.

Celestial Navigation



This seminar is taught both in the classroom and on the water. The first 3 hour session is an Introduction to the Sextant. Class is limited to 4 people and is \$75 per person. The second part of this series is taught on the water in a 6 hour session, noon sights or celestial bodies will be covered: 3 hours of sextant practice and 3 hours of plotting. Class is limited to 4 people and is \$120 per person. Class starts October 12th.



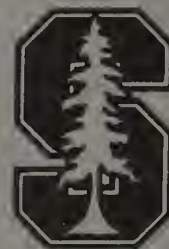
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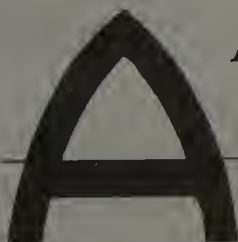
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* 42' J/130, 1994, <i>Ayacucho</i>	270,000	* 35' J/35, 1984, <i>Cosmic Muffin</i>	50,000
* 42' Baltic dp, 1982, <i>Bydand</i>	199,000	* 35' Hinckley, 1957, <i>Allegro</i>	49,500
**41' C&C, 1987, <i>Deliberate</i>	109,500	* 34' Schock 34 PC, 1987, <i>Choices</i>	39,500
* 39' Cavalier, 1980, <i>Jolly Mon</i>	78,500	* 33' C&C MKII, 1988, <i>Lady Luck</i>	67,500
**38' Wilderness, 1981, <i>Falcon</i>	75,000	* 31' Custom, 1984 <i>Bloom County</i>	22,500
* 37' Express, 1986, <i>Blitz</i>	88,000	* 30' J/30, '79, <i>Rollercoaster</i>	24,000
* 37' Express, 1984 <i>Danville Express</i> ..	92,500	* 30' Beneteau 305, 1988	57,500
* 36' J/110, 1995, <i>Sorcerer</i>	149,000	* 24' J/24, 1995, <i>Nations Cup</i>	25,000
* 35' J/105, 1992, <i>Invictus</i>	89,000	* 24' J/24, 1981, #1977	9,000
**35' J/35, 1990, <i>Rocketeer</i>	89,000	* 24' J/24, 1980, <i>Vixen</i>	8,500

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CALENDAR

Oct. 17 — "Safety Issues and Equipment," a free education seminar led by John Demeter of West Marine. Oakland YC, 7 p.m.; Milt Tanner, (510) 655-4078.

Oct. 25-27 — Richmond YC Foundation Gear Sale, Friday evening through Sunday. RYC, (510) 237-2821.

Oct. 26 — Party excuse #1: Full moon.

Oct. 27 — Party excuse #2: Daylight Savings Time ends.

Oct. 31 — Party excuse #3: Halloween.

Nov. 9 — OYRA Awards Banquet at Richmond YC. Details, Betty Lessley, 892-6534 (home).

Racing

Sept. 29-Oct. 5 — Corel Mumm 36 Worlds: "about six" windward/leewards, a medium distance race and a long distance race for at least 14 boats from around the world. StFYC, 563-6363.

Oct. 5 — Junior Waterhouse Race, the final OYRA contest of the season. Richmond YC; YRA, 771-9500.

Oct. 5-6 — SBRA Octoberfest at SCYC, (408) 425-0690.

Oct. 5-6 — Santa Cruz 99 Raters "World Championship"/Santana 35 Nationals, a three or four race series hosted by San Francisco YC. Carl Bauer, (916) 944-4403.

Oct. 5-13 — Brut Gold Cup of Bermuda, the fifth and final leg of the '96 Brut world tour. Can Russell Coutts make it five in a row? Gay or Paul Larsen, (203) 975-5255.

Oct. 6 — Nimitz Team Race/Women's Cup. The former is level sum racing for three-boat teams (PHRF of 500 or greater), while the latter is for woman skippers and crews of either gender. Berkeley YC; Bobbi Tosse, (510) 939-9885.

Oct. 10-13 — US Sailing National Offshore Championship, aka the Lloyd Phoenix Trophy. Hosted by Long Beach YC; sailed in identical Catalina 37s. Chip Eval, (310) 493-5173.

Oct. 11-13 — Women's Melges 24 Championship/Regatta in Paradise, hosted by Tiburon YC. Alison Dimick, (510) 256-9125.

Oct. 12 — Runga Kutta Race, a mellow run down to Half Moon Bay. Sierra Point YC, 871-8775.

Oct. 12 — Final South Bay YRA summer race, hosted by Sequoia YC. Mike Dixon, (510) 635-5878.

Oct. 12 — Jessica Cup, a race for big woodies, Farallone Clippers and Windwards. StFYC, 563-6363.

Oct. 12-13 — El Toro Stampede. Fun and games at Richmond YC, (510) 237-2821.

Oct. 13 — BOB (Buoy OverBoard) Regatta. A new Berkeley Circle race involving a man overboard drill on each leg. Berkeley YC; Christine Jackson, (510) 528-0172.

Oct. 18-20 — 5th Annual Women's One Design Challenge, a Catalina 37 competition at Long Beach YC. Janet, (714) 846-7928.

Oct. 19 — Dinghy racing at Lake Washington SC, in the port of Sacramento. Fred, (916) 737-8966.

Oct. 19 — Fall One Design #3. Santa Cruz YC, (408) 425-0690.

Oct. 19-20 — Champion of Champions/Yankee Cup, back on the Cityfront by popular demand. Golden Gate YC; YRA, 771-9500.

Oct. 19-20 — Joe Logan/Calvin Paige Regatta for Stars and Mercuries. StFYC, 563-6363.

Oct. 19-20 — Vallejo 1-2. SSS; Shama Kota, 332-5073.

Oct. 20 — Fall SCORE #4. Santa Cruz YC, (408) 425-0690.

Oct. 26 — 16th Annual Red Rock Regatta. Free and open to all PHRF boats; costumes encouraged while racing; spinnaker and non-spinnaker divisions. Cocktails, dinner, dancing, and costume contest after the race. Tiburon YC; Dick Selmeier, 435-0143.

Oct. 26-27 — Rocky Horror Regatta (aka the Great Pumpkin). One design racing on Saturday and a pursuit race on Sunday for Express 27s and 37s, Tuna 22s and 35s, Cal 20s and 2-27s, Olson 25s and 30s, Hawkfarms, Merit 25s, Melgi, 99-raters, Etchells and J/24s. Let's do the time warp again! RYC, (510) 237-2821.

Nov. 2-3 — North/South Match Race Challenge at Long Beach YC in Catalina 37s. The PICYA board will select a Bay Area represen-

J/Boat Show

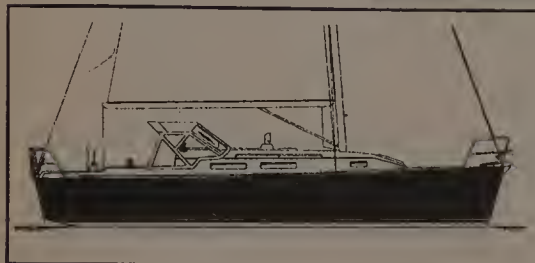
You're invited to attend a special showing of five of J/Boat's most recent award-winning designs.

Date: Sunday, October 27

Time: 10am-4pm

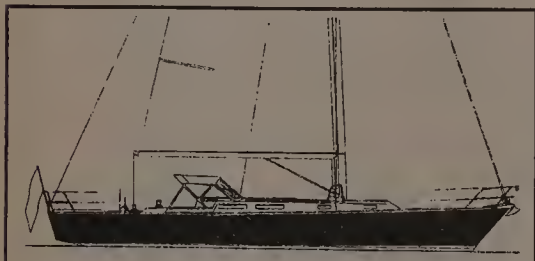
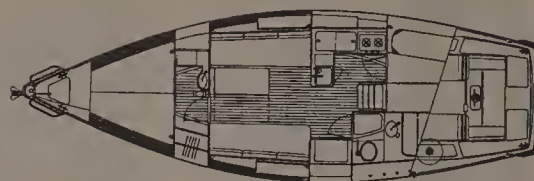
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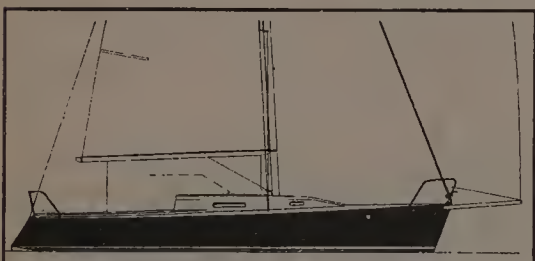
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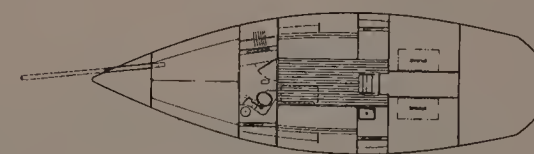
J/42

Advanced design for performance yet with traditional lines. Comfortable cruising and privacy for two couples.



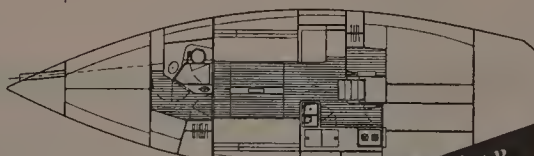
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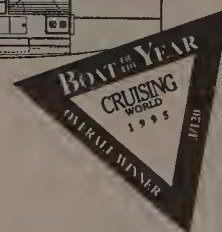
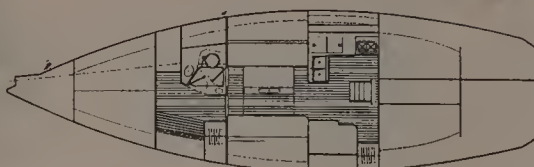
J/120 ~ 40'

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CALENDAR

tative (by résumé) to sail against Dave Ullman. The winner of the series will be invited to the '97 Congressional Cup. PICYA, 388-8361.

Nov. 9 — Island YC's Jack & Jill + 1 Race. Info, (510) 534-7317.

Midwinter Series

BERKELEY YC — Chowder Races: 10/26, 11/3, 11/30, 12/1, 12/28, etc. Paul Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Midwinters: 11/9-10, 12/14-15, 1/11-12, 2/8-9. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Midwinters '97: 1/18/19, 2/15-16. Rob Moore, 383-8200, ext. 109.

ENCINAL YC — Jack Frost Series: 11/16, 12/21, 1/18, 2/15, 3/15. EYC, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Perpetual: 11/2, 12/7, 1/4, 2/1. GGYC, 346-BOAT.

LAKE MERRITT SC — Edna Robinson Memorial Midwinters (dinghies): 12/14, 1/12, 2/8, 3/5. Duncan Carter, (510) 945-6223.

OAKLAND YC — Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2, 3/16. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 12/7, 1/4, 2/1, 3/1. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 11/16, 12/21, etc. SCYC, (408) 425-0690.

SAUSALITO CC — Midwinters: 10/19, 11/16, 1/18, 2/15, 3/15. Dorothy Stoufer, 479-4678.

SAUSALITO YC — Midwinters: 11/3, 12/8, 1/5, 2/2, 3/2. Pat Broderick, (707) 528-2109.

SAN FRANCISCO YC — Fall Series: 11/16-17, 12/14-15. Tim Russell, 898-4439.

SEQUOIA YC — Midwinter Sunday Pursuit Races, 10/6 through mid-April. Randy Hough, 365-6383.

SOUTH BAY YRA — Winter Series: 11/16, 12/14, 1/18, 2/8, 3/15. Mike Dixon, (510) 635-5878.

SOUTH BEACH YC — 'IAOTIO' Series, every Saturday from 10/5 through 3/29. Free! Ray Hall, 591-6513.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

October Weekend Currents

date/day	slack	max	slack	max
10/05Sat	0305	0621/2.5F	0922	1140/1.6E
	1529	1808/1.6F	2049	2349/3.0E
10/06Sun	0403	0719/2.6F	1014	1248/1.9E
	1627	1914/1.9F	2151	
10/12Sat	0158	0432/3.3E	0804	1053/3.1F
	1352	1649/4.3E	2033	2327/3.5F
10/13Sun	0242	0512/3.3E	0836	1127/3.0F
	1423	1728/4.5E	2111	
10/14Mon		0007/3.6F	0327	0555/3.1E
	0910	1205/2.9F	1456	1810/4.7E
	2152			
10/19Sat	0127	0430/3.2F	0803	1017/2.3E
	1346	1629/2.1F	1915	2233/4.0E
10/20Sun	0231	0536/3.3F	0901	1121/2.5E
	1501	1740/2.2F	2032	2337/3.9E
10/26Sat	0148	0421/3.5E	0747	1038/3.6F
	1333	1636/5.0E	2026	2327/4.2F
10/27Sun	0139	0407/3.2E	0731	1019/3.3F
	1313	1619/5.0E	2012	2313/4.1F

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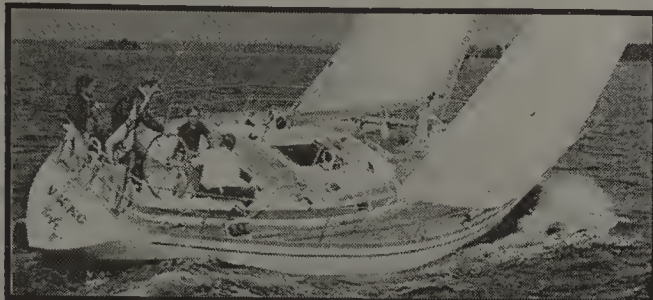
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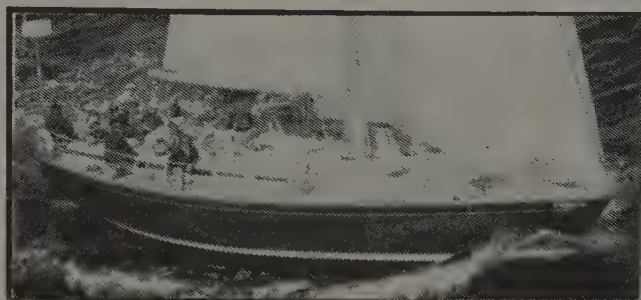
SWAN 431 STARGAZER (1976): An S&S design with double berth aft, large saloon, and V-berth in the forepeak. Kept under cover, the teak decks are outstanding, and the deck hardware is highly polished. The interior is tastefully done and well kept. **DANA POINT. \$135,000.**



SWAN 371 KAHUNA (1980): Holland design with 6 sails, mostly original electronics. While cosmetics need attention, the price is attractive for this extremely popular model. **VENTURA. \$95,000.**



SWAN 46 TUNDRA (1985): Updated with '94 electronics, '96 sprayhoods, watermaker, diesel heating. Features 5.5' draft Scheel Keel, aft entrance, Bimini, centerline double aft. **NEWPORT BEACH. PRICE REDUCED TO \$370,000.**



SWAN 51 HARLOT (1985): One of the last of this model built. In gorgeous condition. Full inventory of racing sails, new '94. 4 cabin interior, radar, refrigeration, furling jib, inverter, and windlass. **LONG BEACH. \$375,000.**



SWAN 42 (2 available): MYSTERE (1983), located in Newport Beach, is immaculate. **GLISADE**, in Ventura, also shows well. Both have extensive equipment, including racing and cruising sails, windlass, inverter, autopilot. From **\$185,000.**



SWAN 47 ZEPHYR (1979): Purchased by the current owner in 1989 and highly upgraded since then, including new topsides, watermaker, leather upholstery, B&G Hydra 330, SSB, Trimble Navgraphic, and new Perkins diesel. **NEWPORT BEACH, \$235,000.**

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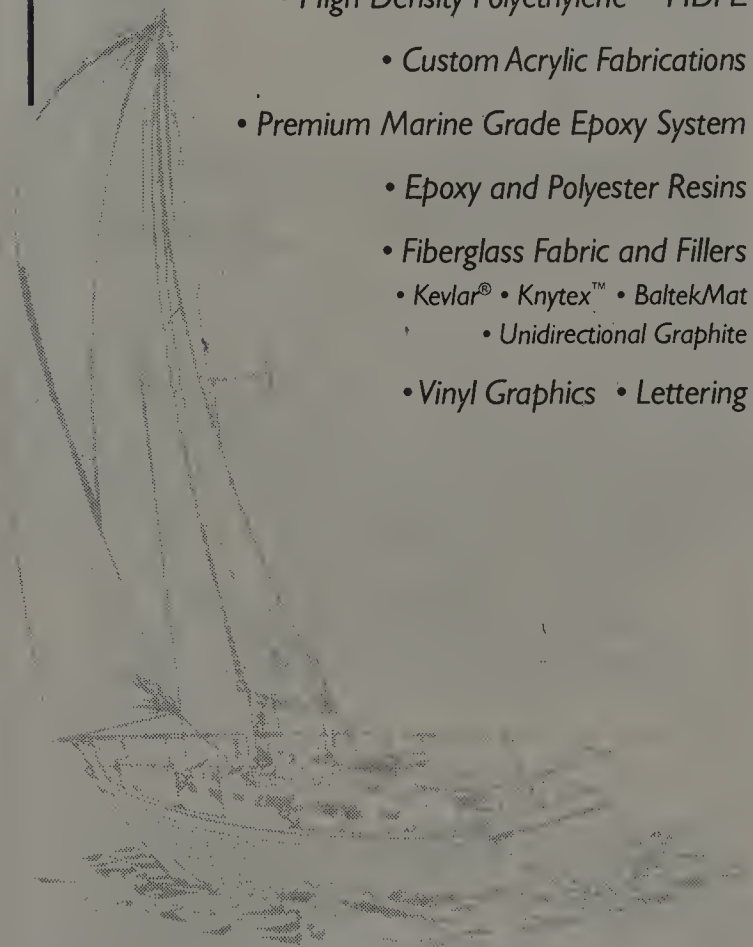
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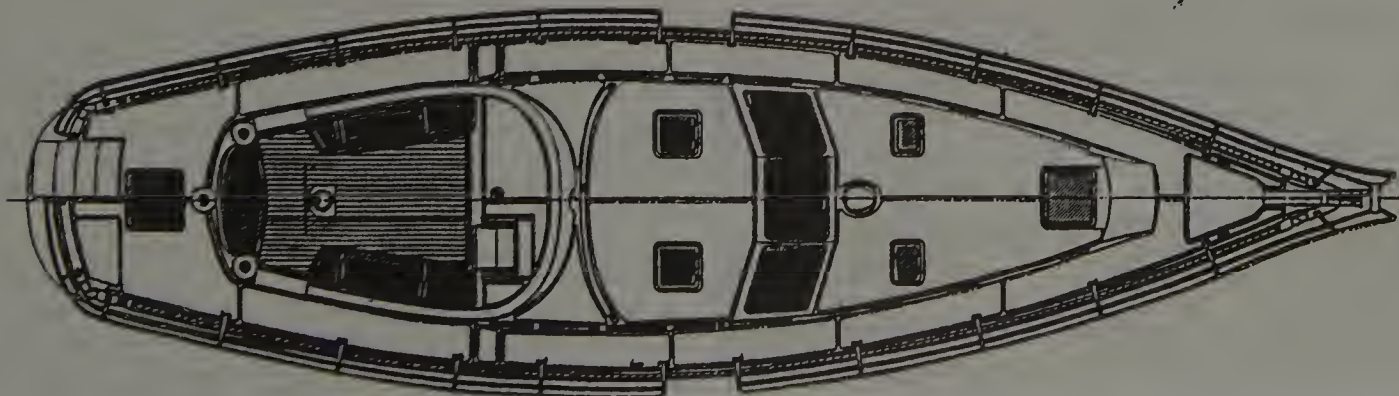
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LETTERS

UNWANTED CONSEQUENCES

Thanks for your presumably hard work in providing a continuously entertaining and informative publication. Since *Latitude* is one of the Foremost Authorities, I thought that you, or perhaps one of your knowledgeable readers, might answer a question that's been bothering me for some time. I've repeatedly been told that renaming a boat is to invite all manner of bad luck. Such name changes, apparently, have been related to collisions, sinkings and other catastrophes.

I've also been told that if certain proper procedures are followed, a boat's name may be changed with no ill effects to either the vessel or her crew. The trouble is, there doesn't seem to be any consensus as to what constitutes "proper procedures." Some say you need to sail the vessel backwards, others recommend conducting a formal re-christening.

Does anyone have a definitive answer?

Horace B. Fly
San Francisco

Horace — The "proper procedures" are no longer well known because they only apply to wooden boats — which as you probably know are built and resold in only relatively small numbers these days. Fiberglass, aluminum, steel, and composite boats don't have the 'soul' of wooden boats, consequently there are no spirits to get roiled on account of a reckless name change.

As we have yet to have the pleasure of owning a wooden boat, we'll defer on the subject of proper name-changing procedures to readers who know better.

WHAT ARE THE REQUISITE RITES?

Fifteen years ago, Charles and Delores named their boat *Charlie-Dee*. We are fully aware that you do not change the name of a boat. But in our case, we feel that the gods would not look unkindly upon a change from the eponymous *Charlie-Dee* to *Fuzzy Logic*.

We do, however, understand there is a procedure to assuage the appetites of the gods. But what are the requisite rites? Can anyone help?

As for the 'tease' item about Commodore Tompkins spending 12 hours a day in *Mustang Sally's* head during the Pacific Cup, we know the reason: the weather fax was in there. But did you see the 'squeeze bunk'? The one that lets down so you can climb in, then pull yourself against the overhead and squeeze yourself dry. Commodore might have started a fad.

Christine Hunter and Gordon Nash
Fuzzy Logic, Crealock 37
Northern California

Christine & Gordon — As we mentioned above, the name change prohibition only applies to wooden boats. We've renamed plenty of fiberglass sailboats and have had nothing but good fortune. Of course, the first dollop of any libation goes to Neptune.

As for Commodore spending all that time in the head, you've touched on just the tip of the iceberg. See the second part of the Pacific Cup article elsewhere in this issue.

NEVER A DISAGREEMENT

In the fall of '94, we had Richmond Boat Works upgrade our boat's engine from a Universal gas to a Yanmar turbo diesel.

Then, on July 3 of this year, just prior to our engine's 100-hour checkup, we planned a sailing weekend to San Francisco Bay. But it was not to be, as we suddenly experienced sparks and grinding noises from the engine compartment. Not knowing what was happening, we hobbled back to our marina, buttoned up the boat, and returned home to spend the holiday weekend totally bummed out.

By Monday morning, we had not only a fax, but also several phone messages waiting for Mike Haley, owner of Richmond Boat



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LETTERS

Works. Would you believe that Haley called us so early Monday morning we hadn't had a chance to drink our morning coffee? He arranged to have some of his staff look at our boat that very afternoon. They discovered the problem wasn't with the engine, but with an auxiliary equipment bracket that needed to be replaced with a new design. Mike and his crew not only fixed the bracket but replaced all the damaged pulleys and belts, and checked the engine and shaft alignments.

The total job was completed in 3½ days, during which time his staff were most friendly and professional. In addition, there was never a question about it being 'no charge' warranty work nor were there any attempts to short-cut the needed repairs.

It's very reassuring to us to be able to do business with people like Mike, Millie and Robert over at Richmond Boat Works, who we know will stand behind their work and their word.

Ed Soellner and Karen Pidgeon
Seaz the Moment, Hylas 47
Hidden Harbor Marina, Sacramento Delta

Readers — Letters about boatyards such as this pose a real dilemma for us at Latitude. On the one hand we can't run them all because there isn't enough room; but if we run just a few, many yards deserving of praise don't get mentioned. Our imperfect solution is to run samples from time to time, while reminding everyone that there are lots of boatyards with which Northern Californians are very satisfied.

↑↑ I'M NOT MUCH OF A COOK

My name is Michelle Schmidt of the Cal 3-30 *Chimera* in Santa Barbara Harbor. You guys have featured my parents and their Santa Cruz 70 *Hotel California*, Too in a couple of *Sightings* and *Changes*.

I'm in marine hardware sales at the chandlery here, and race Wet Wednesdays on Soverel 33s and Hobie 33s. As you apparently know, I've just received my BA and plan to pursue a PhD — but in the meantime, I'd like to do some serious sailing. I'm hoping you can give me a lead on the people who will be organizing the next all-woman Whitbread campaign. Or, for that matter, anyone who is organizing any Whitbread campaign that would welcome competent women crew. I can navigate, grind, and clean bilges in 80-knot winds — but I'm not much of a cook.

Should I say this — or is it obvious? — I love the rag!

Michelle C. Schmidt
Chimera, Cal 3-30
Santa Barbara

Michelle — We suggest you start by checking in with America's Challenge, the Newport Beach-based Whitbread syndicate headed by Neil Barth. Call them at (714) 645-4338, and perhaps they can steer you in the right direction.

↑↑ ABLE TO COMPETE WITH THE BEST

I am writing this letter in response to Scot Tempesta's "Lying and Cheating Professionals" letter. I can't respond to Scot's belittling of Dennis Conner because I'm not aware of the circumstances regarding that particular regatta. However, I would like to take issue with his perception of the particulars at Long Beach Race Week.

Several months before the regatta, I called to get race instructions from Long Beach YC. I was told they wouldn't be out until the day before the regatta. In previous years for as far as anyone can remember, MIRs have been involved in both driving and crewing as multiple crewmembers at Long Beach Race Week. The owners of numerous out-of-town boats — myself included — spent thousands of dollars transporting boats and crews to Long Beach for this regatta. This doesn't even include the cost of crew dinners and other expenses while in Long Beach. For the Long Beach YC to be defining rules at the last minute is somewhat suspect. (Of course, so is losing all the

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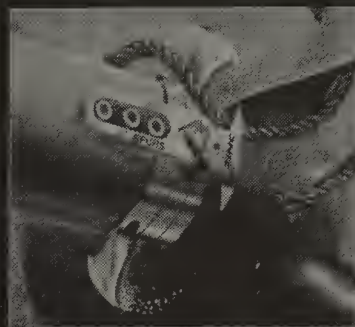
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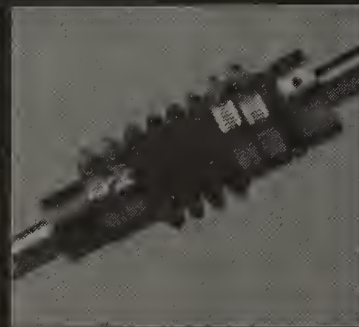
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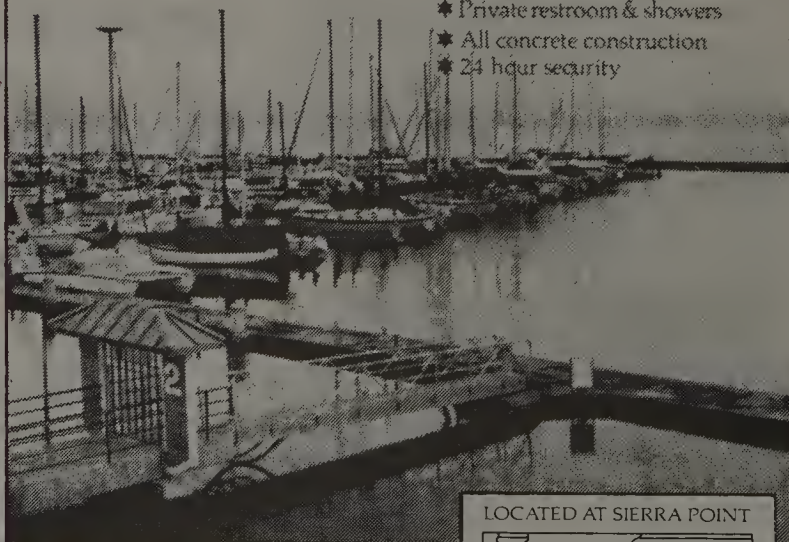
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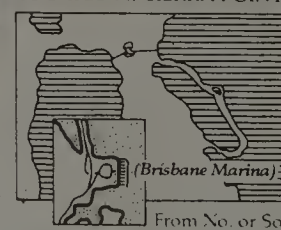
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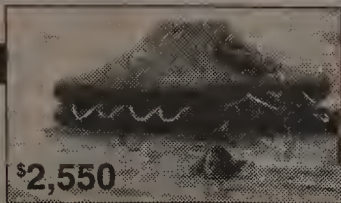
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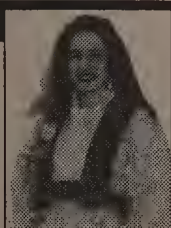
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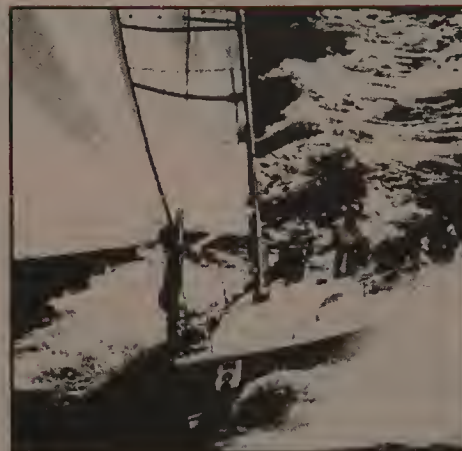
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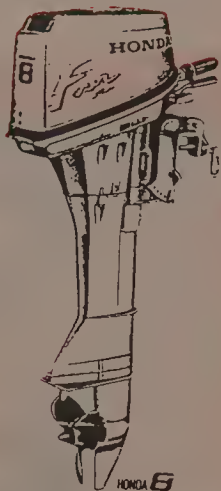
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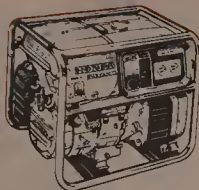
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LETTERS

prizes won by Northern California boats, which seems to happen every year.)

After talking to the majority of the boatowners after the MIR issue arose, every last one of them wanted to keep racing using whoever they wanted on their boats. This was the opinion of the people paying the entry fees and all the costs associated with the regatta, not just some disgruntled crewmember.

The thing that bothered me the most about Tempesta's letter is that he stated and implied that MIRs are out to win pickle dishes using underhanded stunts. This could not be further from the truth.

One of the great things about yacht racing is that we amateurs are able to compete head-to-head with some of the best professionals in our sport because they make themselves available. We should take advantage of this, not turn our noses up at it. I can't remember the last time I played golf with Greg Norman or played tennis with Andre Agassi. The involvement of these MIRs is making each one of us weekend warriors a better sailor and is helping develop our sport. Without the help of MIRs, we would all race around the course in mediocrity and have a lot less fun.

Speaking for myself, I would like to thank Kimo, JJ, Seadon and Norman for being the lying, cheating professionals they are. If people like Tempesta keep giving these people a bad name, they no doubt will stop helping our individual programs, which in turn will slow the development of the sport we love.

In closing I can only ask myself who is really the one pursuing the pickle dish? It only took one bad pickle to screw up a perfectly good Long Beach Race Week.

Jim Archer
Jobe, J/44
Danville

Jim — We can all think of regattas, can't we, where it would be beneficial for the sport if pros raced against amateurs and other regattas where it would be better if they didn't. The critical thing is that everybody involved knows what the rules are going to be well in advance.

If the Long Beach YC decided to use the MIR rule and a bunch of boats violated it, we can see why Tempesta would be righteously pissed. On the other hand, if you and all the other owners who pay for the regatta were sucked in by misinformation (or perhaps lack of information), we can see why you might feel more or less justified in ignoring the rule. The only solution is that the rules of the game be made clear as far in advance of the regatta as possible.

DO NOT FEAR US

I'm responding in utmost fury to "Anonymous from Sausalito's" letter regarding the Coast Guard.

As you can tell, I must have something to do with the Coast Guard — or as you call us, 'the Coasties'. I have been doing boardings for over 18 years, and I have seen people sic their dogs on us, throw bottles (some broken), and pull knives and even guns. I look forward to seeing "mom and dad with the kids" out there — although yes, we will board their boats, too. When we board, however, don't think we're not aware of the importance of public relations.

The laws under which we operate were established by Congress and signed into law by the President. The Coast Guard, which is under the Department of Transportation, will enforce all laws. In times of military conflict — such as the Middle East situation — some parts of the Coast Guard may come under the command of the Department of Defense. I know, because I was with the PSU's units in the Gulf.

Back to the issue of boardings. The general public is very good about them. The problem is with the 1 or 2% of boaters who wish to take the law into their own hands by not complying with rules and regulations — just like they didn't want to comply with their mother's instructions to make their bed, fold their clothes, or pick up after



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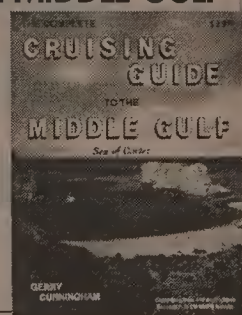
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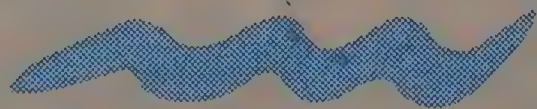
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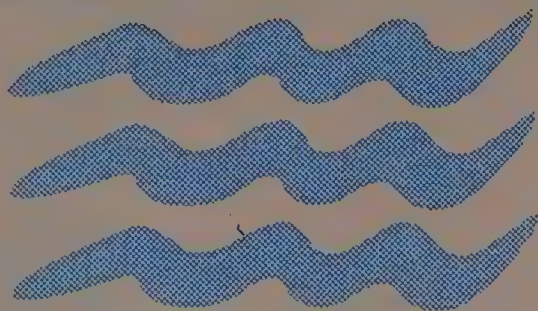
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LETTERS

themselves. There's no doubt in my mind what would have happened if these people had told their mothers, "I don't have to do that." Their tails would have gotten red and warm to the touch. Here in the Coast Guard we don't spank or use similar tactics, but wish that the training — or lack of it — had stayed with the parents.

The general public sees the Coast Guard as a tool to save lives and property. I have saved many lives, and every time there was always a "thanks" — even from dogs which we would grab from the ocean waters.

The ocean is not a forgiving territory. When the sun goes down and everything turns black, it's a different feeling — especially when the engine fails or when your boat is taking on water. This is when you need someone who doesn't care about the remarks you may have made about them a week earlier. So I just have one suggestion to you if you wish to listen: remember your rice bowl is the same size as any other rice bowl. Let the personnel with the authority assist the general public with the laws.

In closing, to all new boaters, please get training before you go out on your boat, and rest assured that we will always assist you 24 hours a day, seven days a week. Please do not fear us, as we will always work with you.

Name Withheld By Request

Semper paratus

Los Angeles/Long Beach U.S. Coast Guard

NWBR — *The thing about laws is that they need to change with the times or else those charged with enforcing them will have their authority slip away. This is what's happening to the Coast Guard.*

The law which permits you Coasties to desecrate a citizen's protection against illegal search and seizure was born 200 years ago — when there weren't any recreational boats. It's time for the Coast Guard to accept the realities of the late 1900s, which is that we citizens spend a lot of time on the water, and we insist that we don't have to forfeit our civil rights to do so.

There are basically two ways to handle this: If you Coasties — and we at Latitude coined that term out of affection rather than derision — are smart, the top brass will make the Department of Transportation and Congress aware that times have changed and laws need to be changed to reflect them. One the other hand, if you continue to pretend that everything is hunky-dory, you're going to take a public relations beating until you finally appreciate the problem. So rather than fear us, your citizen/bosses, why not work with us?

⇓↑ THE BLAST DESTROYED MY HEARING

About a year ago I did something bad to myself — I inadvertently destroyed 85% of my hearing. Motoring out a fairway of my marina and about to enter the Oakland Estuary, I picked up my air horn to warn Estuary traffic of my approach. Instead of holding the horn above my head and pointing it vertically, I just held it in front of me and pushed the button. The sound was loud — way too loud.

The blast of sound destroyed almost all my hearing in both ears. My audiologist let it wait for some possible recovery, but there was none. To hear or carry on a conversation with hearing aids in each ear is all that's possible. With a special volume control turned on high, I can just barely hear the telephone.

Please print this letter in your wonderfully interesting and informative *Letters* section so that others may not be as careless as I.

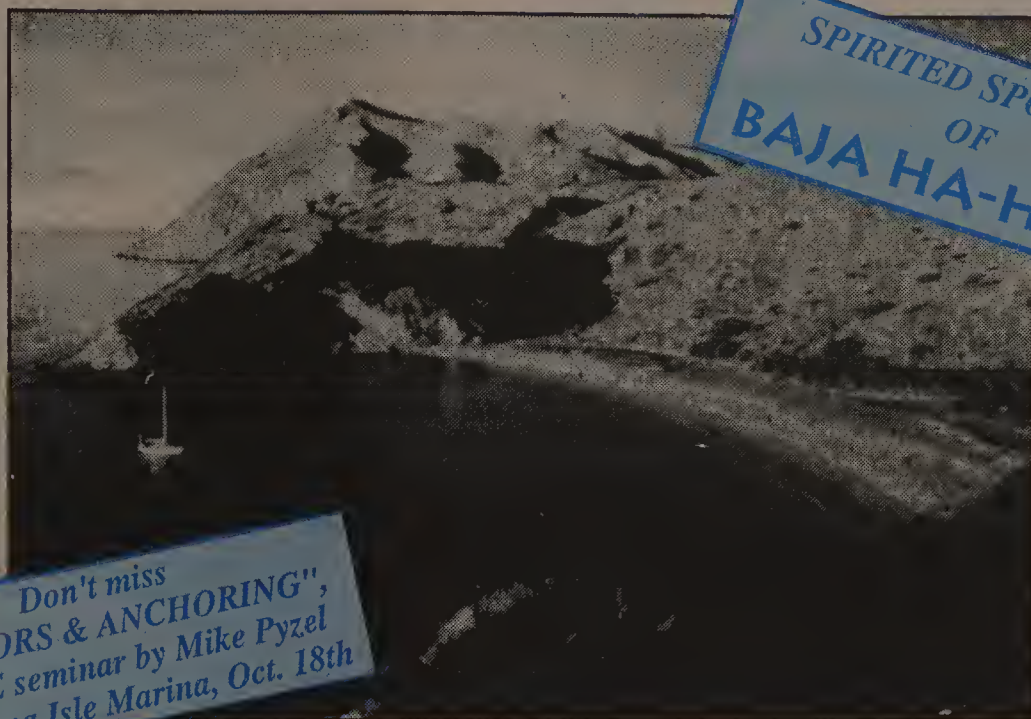
Al Anderson
Santa Clara

Al — *We appreciate your warning — and can understand how it happened. The horns could be made safer by making them less loud — which, of course, would negate their very purpose. Perhaps the best thing would be for the manufacturers to print "Caution, Potential For Severe Hearing Damage" in big, bright letters on each can.*

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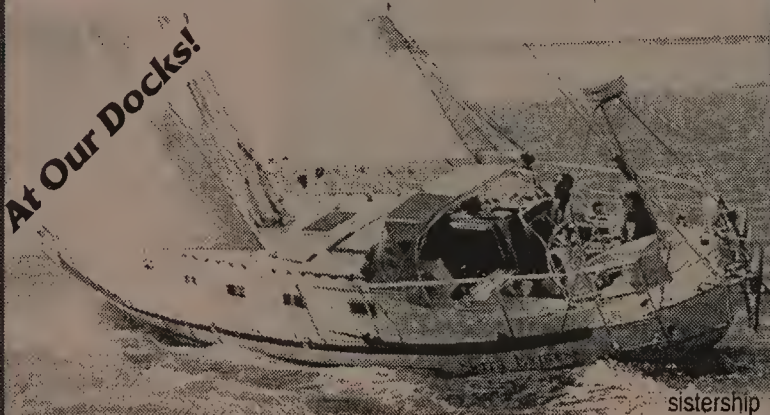


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LETTERS

While on the subject of loud noises, let's not forget starting line guns. The father of one of our staff members lost his hearing in one ear from being too close when one such gun sounded.

If you've got young kids, make sure their ears are protected, too. We were watching the start of a Friday Night Race from the race deck of the Corinthian YC when the race committee dutifully warned everyone on the deck below that they were about to sound a starting gun. One mother covered her ears — but not those of her young child. The poor infant nearly left out of the stroller when the gun fired.

↓↑ I'M NOW ON MY FOURTH CIRCUMNAVIGATION

I'm responding to your *Calling All Circumnavigators* request from a recent Sightings. My name is Rob Taylor and I'm originally from Newport Beach.

My first circumnavigation was aboard my Lapworth 36. I started in '71 and ended in '76. My second time around was from '77 to '82 aboard my Brigveld-designed 40-footer. My most recent circumnavigation was from '83 to '87 aboard my Lidgard 45.

Since that last circumnavigation, I've cruised Southeast Asia, back to New Zealand and California, and am now on the fourth trip around the world. I have no U.S. address, but will be aboard *Nero* later this year at the Mooloolaba YC, Box 90, Mooloolaba, QLD 4557, Australia.

Rob Taylor
Nero

On The Fourth Trip Around

Rob — Three questions: 1) Do you know anybody else who has gone around four times? 2) Assuming you're not independently wealthy, how do you afford your lifestyle? 3) Is there any way we can contact you more directly?

↓↑ JIM BLAES SPEAKS

I feel compelled to write you to clear up some misinformation concerning my standoff in May with the Coast Guard.

This was not a random act by a 'Neanderthal' having a bad day. If the timing hadn't been right — an election year and a slow news period — I would have let the boarding proceed without incident. I had nothing to hide. But I've been trying to address the problem of Coast Guard excesses and abuses through the "proper channels" for nearly 20 years.

I have sat across the desk from Leon Panetta, arguably the second most powerful man in the country, on three different occasions trying to get equitable treatment for mariners. I have talked and corresponded with many other senators and congressmen and women at various times over the years, trying to address these problems. I was instrumental in initiating a congressional inquiry into a Coast Guard boarding of my vessel that was nothing short of criminal. That action resulted in the captain of the cutter being dismissed from duty. The Coast Guard's comment about these actions has always been the same: "We have had some problems in the past."

I have picketed the Coast Guard on many occasions over the years trying to restore the civil rights of those who work on the water. I have been to many meetings with Coast Guard brass, with congressional staff present, to try to work out our differences. All to no avail. If anything, matters have only gotten worse. My actions have drawn threats from Coast Guard personnel as well as an, "If you don't like it, quit fishing," comment from the captain of the cutter.

As for the allegations that appeared in the media of a weapon being brandished, that was not the case. At no time during the incident did I nor anyone with the Coast Guard brandish a weapon.

I think most everyone will agree with me that we need strong law enforcement, especially when dealing with things like drug smuggling. Yet there is absolutely no excuse for the government to violate the civil rights of law-abiding citizens — no matter what the reasoning. I



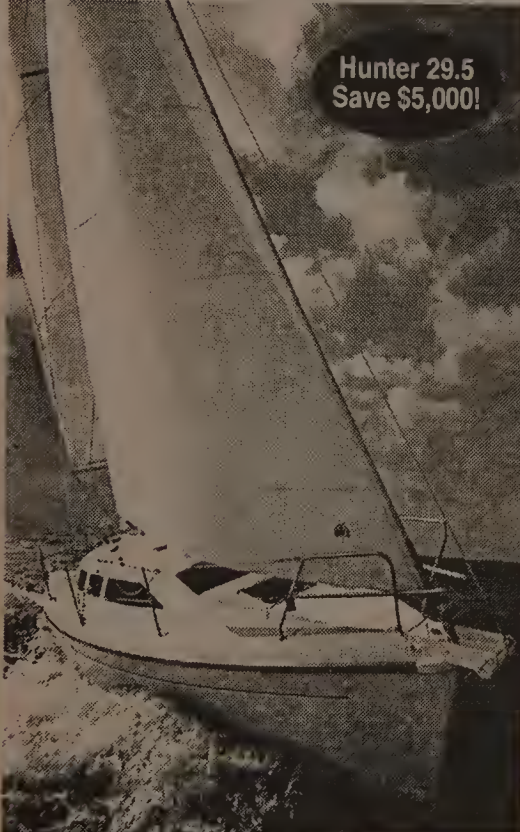
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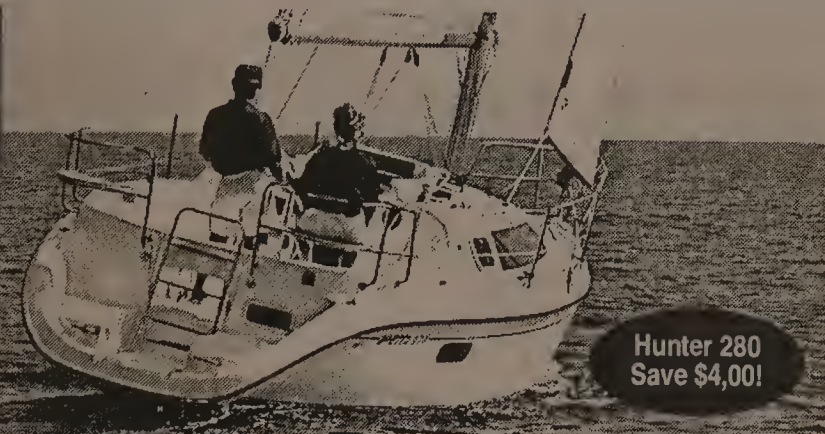


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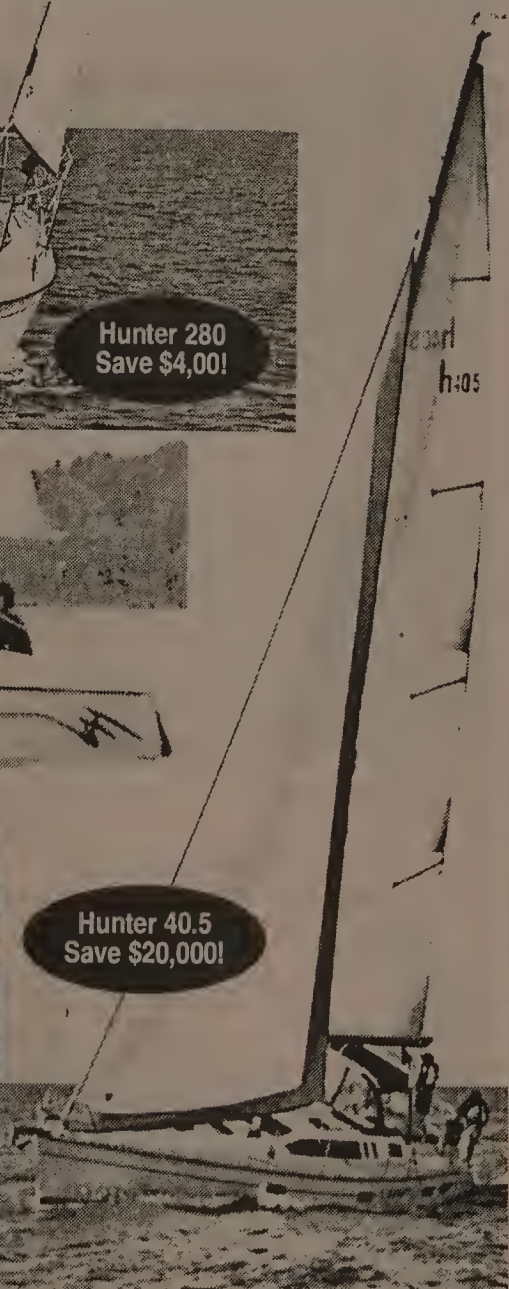
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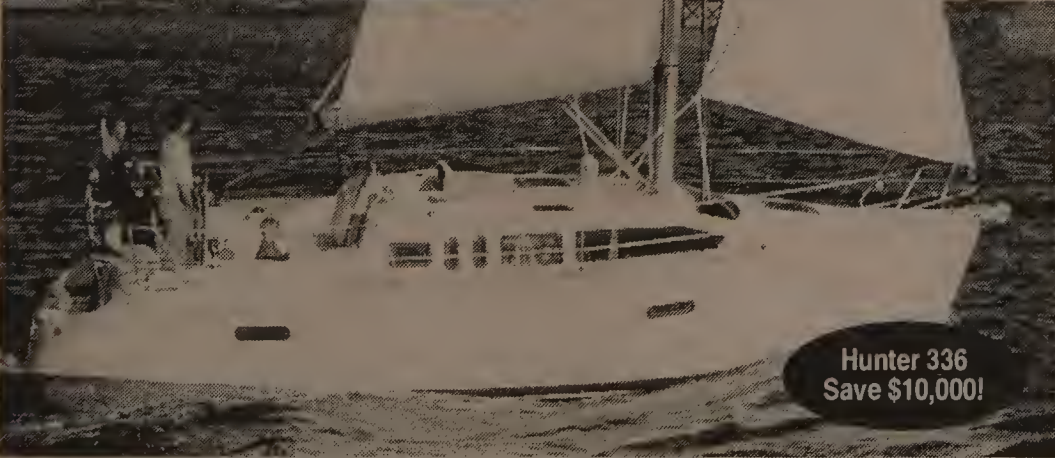
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LETTERS

would hope that my actions will serve as a wake-up call, and that more people will question the direction that our government seems to be heading.

My trial is scheduled for September 30 at the Federal Court Building, 280 S. First St., San Jose. I would appreciate some support at that time.

Capt. Jim Blaes

Jim Blaes Defense Fund, P.O. Box 450, Morro Bay, CA 93443

⇕THE FRIENDLY FOLKS AROUND SAN FRANCISCO BAY

With our hook firmly planted in the mud of Tiburon's Paradise Cove, bacon and eggs on the burner, and a moderate ebb providing the entertainment, my husband and I would like to use your widely-read publication to express our appreciation to the friendly folks we met and befriended during our stay at the Encinal YC in Alameda. (Oh! just a minute, we have another boat dragging down on us. Whew, they missed!)

We arrived in San Francisco Bay on August 19 aboard our Atlantic Clipper (Formosa) 41 after a W&W (wet and wild) offshore passage from the West Coast of Vancouver Island, Canada. We were in dire need of sleep, and the Encinal YC provided us the opportunity to rest up and then make some repairs to our boat.

Our special thanks go out to the following people: Lena at the San Francisco Customs Office (Marine Division). She processed our paperwork in an extremely friendly manner, sending us on our way with big smiles and cruising permits in hand. Laura Giese, the Encinal YC secretary, for all her assistance, and to her husband, Jeff, for a wonderful evening out. Seth and Beverly Bailey of *Route du Vent*, and Bill and Sondra Vaughan of *Evening Star*, for all the invaluable information and resources they provided, and for the hospitality they showed us. Emily and Bob at Hogin Sails, for the advice and supplies to effect our sail repairs. Chris Ramsey of Scanmar Marine Products, for going out of his way to deliver parts and provide assistance in order for us to rapidly repair our Monitor windvane. And also to all the other wonderful folks we met in Alameda who are too numerous to mention. Thank you all so much.

New friends are by far the most valued aspect of the cruising life. We hope someday that we may return the hospitality in our neck of the woods.

P.S. Want to test your windvane without even raising the sails? Try Paradise Cove, with the wind blowing 25 knots and a 'moderate' three-knot ebb.

Brad and Janet Jenkins
Longreach II
Comox, British Columbia

Brad & Janet — On behalf of all your new Alameda friends, we says thanks for the nice words.

Incidentally, we hope to someday make it up to your neck of the woods. According to everyone we've talked to, Comox is the gateway to the most spectacular parts of British Columbia.

⇕ACTING IN GOOD FAITH

I've got some thoughts regarding Larry Brown's concerns about the legal ramifications of helping a mariner in distress.

Below is a copy of the 'Good Samaritan Law' that I and other cardiopulmonary resuscitation (CPR) instructors give our students. This law was ostensibly written for situations requiring immediate medical aid that, if not provided, may lead to a more critical condition or possibly death — heart attack being the most obvious example. To protect the public 'good samaritan' who may come to the aid of an injured party or provide assistance in situations possessing the potential of injury, this law stipulates that the rescuer: 1) Acts in good faith, 2) Is not helping for the purpose of financial gain; and 3) Acts in a manner considered 'prudent' for an individual trained to the same level as the rescuer.

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LETTERS

Therefore, if a vessel were in danger of grounding, creating a condition where passenger safety is at risk, any 'good samaritan' that is acting in good faith, not asking for money, and not trying to do something above and beyond his level of knowledge or training, should not be fearful of litigation. Here's a copy of the 'Good Samaritan Law', California Civil Code, Chapter 9, Section 1799.102, Emergency Care at scene of emergency:

"No person who, in good faith and not for compensation, renders emergency care at the scene of an emergency shall be liable for any civil damages resulting from any act or omission. The scene of an emergency shall not include emergency departments and other places where medical care is usually offered."

While I have no personal knowledge of this law being applied in a maritime situation, I know there haven't been any successful lawsuits on *terra firma* where the criteria of this law have been met.

Personally, should I find myself in a position where I can offer assistance, I would. My assistance would be based on my confidence that my actions would not endanger my crew, endanger my boat, or further jeopardize the safety of the distressed vessel. One can only do what is realistically possible given the level of training and equipment available at that time.

A final note. What saddens me most is the realization that the need for private vessel towing services has become so prominent. I can only believe this has come about due to two primary reasons: 1) There are too many boat operators out there who don't have sound training, and 2) The fear of litigation as well as the 'I got mine' attitude. This attitude prevents members of the boating 'family' from coming to the aid of their own.

This has come about in part because too many boat operators just don't care, and in part from the very real fear that a 'member' of a distressed boat is more interested in recouping losses resulting from their acts or omissions than in taking responsibility and being thankful that someone has come to their aid without first asking, "Will this be cash or credit?"

Mark Nelson
Huntington Beach

↓↑FASTER, HIGHER, SMOOTHER

There are a lot of good-looking Ericson 29s in the Bay Area. Why don't we have an association like the Ericson 27s and Ericson 30s do? Or even an All-Ericson Association? And why can't we put together a fleet of at least 10 to form a YRA one-design class for racing?

I recently purchased a previously-loved '73 Ericson 29, and have a great many things to learn about her. Without an association to turn to for information, I am left to learn by trial and error. I will be racing PHRF next year if we can't get enough people together for an ODCA fleet. At least for the easy and fun races such as the Vallejo Opener and the Encinal Second Half Opener.

Even though I am basically a cruiser intending to go north to Washington, British Columbia, and Alaska when I retire in '98, I learned — from my experience in Islander Bahama 24s — that the way to become one with your boat is to race with sisterships. It doesn't have to be cut-throat competition, either, just side-by-side sailing that teaches everyone what makes the boats go faster, point higher, and handle better.

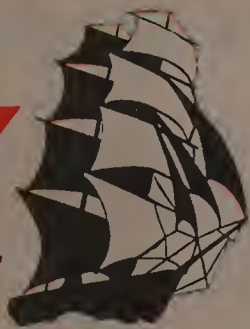
If anyone is interested in communicating or getting together, I can be reached at the address below:

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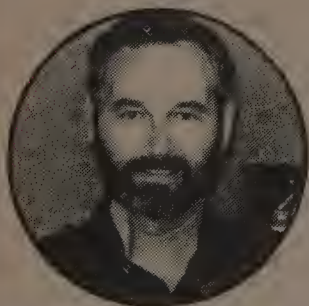
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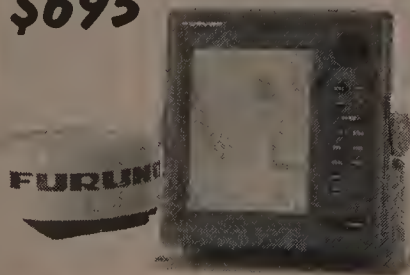
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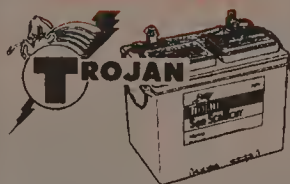
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LETTERS

while we charge our batteries — for two years. It's given us good service — once we got the bugs sorted out.

Initially, we thought our watermaker was the worst piece of new equipment we added to our boat. We didn't use it until we got to Mexico, but when we did, we discovered that three out of four gauges were defective — including the motherboard and salinity probe. (We've actually had to replace the salinity probe three times!) HRO was good about quickly shipping us replacement parts, which were under warranty, and worked with us to get the system up and running. And once we got the unit running, it hasn't given us any trouble.

One of the first problems we encountered was with our engine's gear ratio. Our Ford Lehman 80-hp diesel operates at a very low rpm. We idle at 700 rpm, cruise at around 1600 rpm, and get our top speed at 2200 rpm. We found that the pulley ratio on the HRO was set at 1400 rpm, which meant it only worked well when we were motoring at cruising speed. We installed a larger pulley so that we could operate the watermaker at idle and make water while charging our batteries. We can still use the watermaker while motorsailing or motoring at low speed.

Size does count. The best advice we can give is to tell people to be sure not to buy a unit too small for their needs. We found that most cruisers had units with a maximum capacity of 35 gallons/day. At 1.5 gallons/hr, the units would have to run constantly — using up valuable amperage — to provide 30 gallons a day.

For some reason, watermaker manufacturers like to advertise their watermakers with a gallons/day rating; i.e., 500 gallons/day, 35 gallons/day, etc. This makes no sense to me, and I think it leads cruisers to believe they can get by with a smaller unit. Whenever we tell people that our watermaker is rated at 500 gallons/day, they gasp. They catch on when I tell them we only want to run it about 90 minutes a day, which produces only about 25 gallons — which is what we need for our lifestyle.

By the way, we admit that we're not crazy about conserving water. We like to rinse ourselves off after each swim, and enjoy our daily showers. Washing our dishes in salt water and then rinsing them in fresh seems to help conserve water painlessly.

We recommend that cruisers carry a spare membrane with them. While cleaning our membrane one time, we inadvertently left the pressure on. This damaged the membrane, eventually allowing more salt through than was acceptable. We were lucky we had the backup membrane.

You can purchase membranes direct from the watermaker manufacturers for over \$600. But thrifty cruisers should know that you can also purchase generic membranes from catalogs for a little over \$300. There seem to be two types of membranes: blue and yellow. After calling several companies about what the difference was, we were given conflicting information. Some companies said there was no difference, while others said there was. We opted for the cheaper membrane from a catalog but haven't used it as yet.

You can probably use a membrane for three weeks without it getting damaged. After that period of time, however, you must pickle it in a solution provided by the manufacturer. We've been told that once you pickle the membrane, you should pickle it again every three months or the membrane will gradually begin to lose its effectiveness. Since that applies to a new membranes as well, we've been advised not to buy one too far ahead of our planned use of it.

There are also several accessories for watermakers that should be considered. A good one is an ultraviolet light attachment, which is installed just before the water goes into the tank. The UV light kills any bacteria — as well as hepatitis and other viruses — that survive the membrane. It's definitely recommended, especially in water that is questionable.

Polluted water is not as destructive to the expensive membrane as is oil in the water. So don't operate your watermaker at anchorages or marinas where engines are being used. We wanted to purchase an

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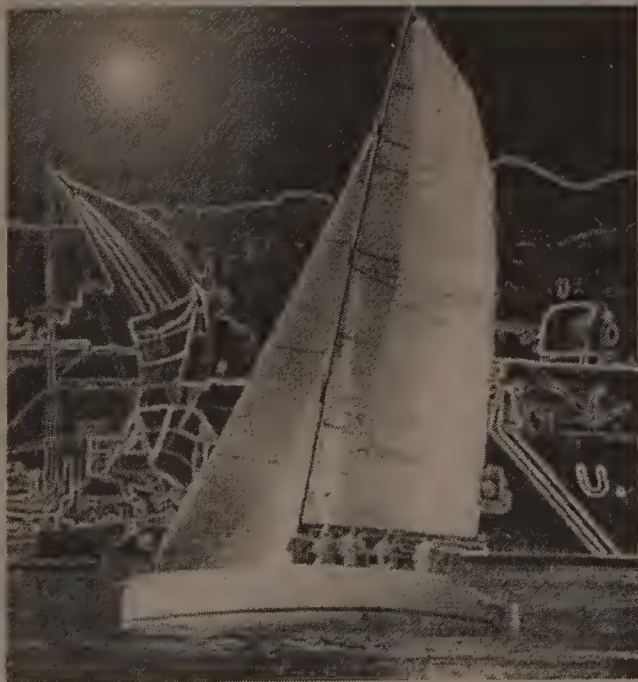
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LETTERS

oil-water separator for our watermaker, but the only ones we found were huge and very expensive. Can anybody help?

We bought a pocket-size salinity probe and conductivity tester by Cole Parmer. This wonderful gadget allows us to test the salinity of the water. By the way, the salinity was more than four times greater in La Paz than it was in Fort Lauderdale!

There are a number of small companies that sell large capacity watermaker components without all the electronic bells and whistles for about half the price of the ready-made units. Folks we've talked to seem to be happy with them.

Next to a GPS, a watermaker is one of the most essential convenience items on any boat. If you're planning to do serious cruising, don't go anywhere without one. Our visits to places as diverse as the Sea of Cortez and the San Blas Islands would have been less for not having one.

But remember: 1) Get a big enough unit; 2) test the system thoroughly before you take off; 3) Don't run the unit in oily water or in places like Z-town where sewers drain into the bay; and 4) buy a UV filter.

Bob and Phyllis Neumann
Adventure
Northern California

Bob & Phyllis — We second your advice about getting a large enough watermaker. We also agree the 'size' should be judged on the per hour standard, because watermakers aren't necessarily the quietest things in the world. Five hundred gallons/day — or more pointedly, 20 gallons/hour — seems like it would be perfect for modern cruisers who demand comforts unknown just years ago.

DOESN'T LIKE TO BLOW HIS OWN HORN

My friend Dick Moenzer is a candidate for your list of circumnavigators. He resides aboard *Osprey* at Puerto Escondido, Baja, California. He can be contacted c/o Downwind Marine in San Diego.

Moenzer built *Osprey*, the first ferro-cement vessel, about 30 years ago in Redwood City. She's a three-masted schooner, a Francis Herreshoff Marco Polo design.

Moenzer is a good man, but may not have contacted you because he's the type who doesn't like to blow his own horn. But maybe you can try contacting him.

Bill Pool
Pilar
17°18'S, 157°23'E, enroute to Australia

Bill — Thanks for passing the word along; we'll give Moenzer a try. Actually, we suspect there are quite a few circumnavigators who haven't contacted us for the same reason.

CUT THE RESEARCHER'S RUM RATION

I got addicted to your rag years ago while sailing on the West Coast. It used to be hell trying to scrounge up a *Latitude* here in Florida — until West Marine came on the scene! Now it's just a matter of bribing the right West Marine employees to get a copy saved! (Hint: lobster works quite well!)

In your August *Changes in Latitudes*, you mention a check of the last 100 years of hurricane data suggests that Florida and the Bahamas didn't even make the list of hits. Huh? The Labor Day hurricane of 1935 — they didn't give hurricanes names back then — killed 408 on Islamorada after running through Bahamaland. Donna, in '60, pretty much flattened Marathon. Remember Andrew — the most costly hurricane in history — a few years back? We here in the Keys were spared except for a few weeks without power, but Miami and Homestead were still rebuilding two years later.

I don't recall the names of the hurricanes that hit the Panhandle last year — there were too many to keep track of! But I do recall that the trimaran I was considering purchasing stacked up like kindling.

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LETTERS

Most of these 'canes went through Cuba or the Bahamas before hitting Florida.

I don't know who did your research, but it's probably time to cut their rum ration. The hurricanes that I've mentioned are just the ones that come immediately to mind; there were plenty more.

By the way, I love the deck 'hands' on page 192!

Capt. Dan Franck
S/V *Ursa Minor*; F/V *Karla J.*
Marathon, Florida

Capt. Dan — You know the old saying, "Statistics are like whores — you can do anything you want with them." Well, we reported what the "hurricane experts" at USA Today came up with after massaging the parameters of the study. We can't, however, say we put much stock in what they came up with.

WHICH APPROACH?

I'm writing in regard to Bob Prouix's experience with his Tayana 42 cutter *Even Star*, the Coast Guard, and bad weather as recounted in the *Letters* section of the September issue.

Prouix indicates that *Even Star* was hanging very nicely to a sea anchor in 30-40 knots of wind — until the swells got farther apart. Then she began to yaw and take breaking seas on deck. I assume from this that Bob was following the recommendations of the manufacturer of the sea anchor, and tried to hold the bow into the wind and in line with the sea anchor rode.

On the other hand, the Pardeys recommend hauling the sea anchor off center about 20 degrees to the wind in order to minimize yawing. Could Prouix tell us which approach he was using before the yawing began to get out of control?

Yawing, incidentally, can be minimized by having a foredeck clean as Mother Hubbard's cupboard. Did Prouix have a self-furling jib up?

I want to make it clear, however, that I think that Prouix and his crew did a superb job under difficult conditions.

G.P. Burdell
Alameda

G.P. — We're glad you included that last sentence. It's so simple to sit in a warm easy chair and wonder, 'Well, why didn't they do this or that?' When the weather has been bad for several days in a row, it can be difficult, if not impossible, to do otherwise relatively simple jobs.

THE MANUFACTURER'S INFO PACKET

Where can we contact the Islander Association?

We recently purchased a 36-foot Islander — what a fine boat! We love her, but are not privy to the manufacturer's info packet, nor the address of the Islander Association.

Latitude arriving at our house is a special event each month!

Sal and Barb Ermocida
Bella Dama
Boulder City, Nevada

Sal & Barb — Having sold Islander 36s more than 20 years ago, we can tell you: 1) they are fine boats, and 2) the "manufacturer's packet" consisted of little more than the engine manual and the little flyers that come with water pumps and such. In that regard, you're not missing much.

You can contact the local Islander 36 Association by writing their current class president, Thomas Wall, at 6 Savage Circle, Carson City, Nevada, 89703.

RESOURCES ON THE INTERNET

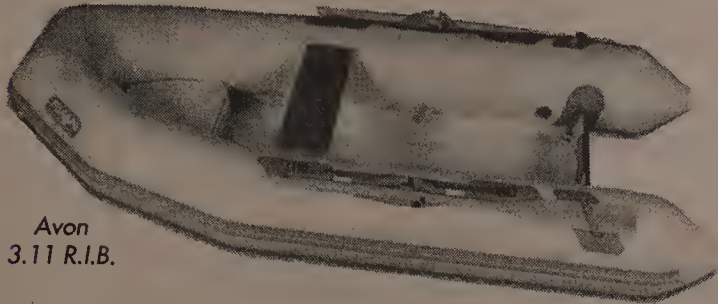
We just wanted to drop a line and say thanks for the great magazine. Through an ad in April's *Latitude*, my fiancé and I purchased our first boat, the Islander Bahama 30 *Coquette*. Her

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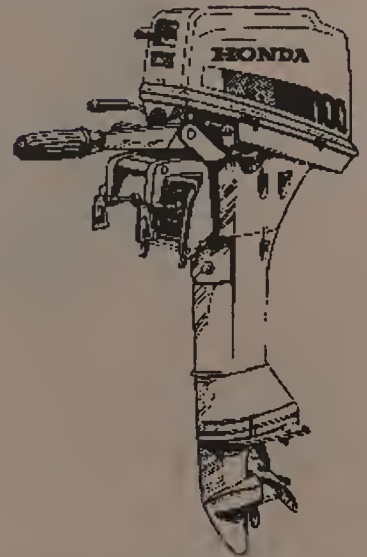
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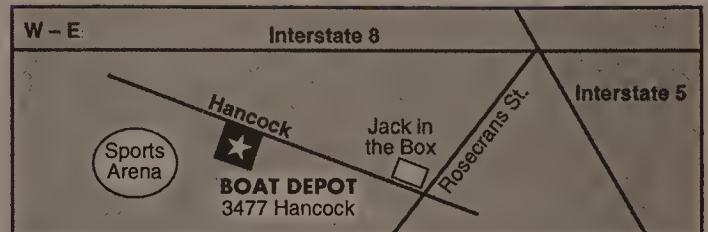
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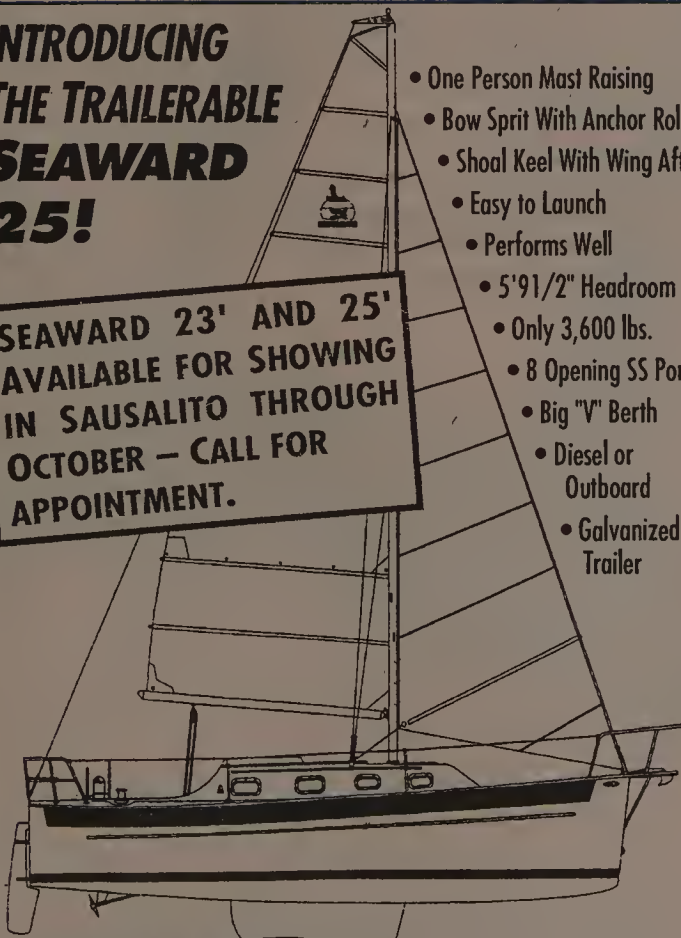
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LETTERS

former owners, Dick and Dora Williams, couldn't have been nicer.

And because of your many great articles, we have learned a tremendous amount about sailing on the Bay and beyond. One day we will set sail outside the Gate to begin our dream of joining other world cruisers on an open-ended voyage, and "go where the wind blows!"

We have a suggestion for an article: sailing resources and information on the Internet — including web sites and, most importantly, e-mail addresses.

John Pazera and Susan Baker
Northern California

John & Susan — From time to time, columnist Max Ebb addresses "sailing resources" on the internet. In fact, on pages 109-110 of this very issue, you'll find some of Max's favorite sailing-related web sites. Your on your own for e-mail addresses — there are simply too many of them, and they change too often.

By the way, Jim Hegland of Laughing Buddha will be maintaining a Baja Ha-Ha III web page, complete with nearly real time photos of the action. Assuming, of course, there are no glitches in accessing the internet by SSB. The address is <http://laughingbuddha.org>.

DAVE IS SPECIAL

Thanks for Shimon Van Collie's wonderful profile of Dave Ullman. In addition to describing Ullman's amazing success as a skipper, Van Collie did a nice job describing Ullman's unflagging willingness to help other sailors and to improve yacht racing.

I first experienced this generosity as a beginning 470 sailor, when Ullman was one of the few top-flight skippers willing to share his expertise with a hopeful competitor. (Skip Whyte, long-time sailing coach at Boston University, was another). Later, Ullman contributed by giving several outstanding lectures on racing tactics to standing-room-only crowds at the California YC. He was also generous in assisting my wife Susie Klein, Tom Leweck, and others establish the Marina del Rey Capri 14 fleet, a dinghy fleet for adults.

Although not everyone agrees on the merits of the Marine Industry Representative (MIR) rule used in Southern California PHRF racing, Ullman promoted it — against his narrow self-interest — believing that the rule would improve participation and satisfaction in the sport.

Even among the many fine people who make yacht racing so great, Ullman is special.

Jim Hammitt
Wayland, Massachusetts

Readers — See The Racing Sheet for news of Ullman's commanding victory at last month's Melges 24 Nationals. Added to his many other victories this year — Key West Race Week, Trimble North, Lipton Cup — we suspect that Ullman's on track to win '96 Rolex Yachtsman of the Year honors. If he lived in Newport, Rhode Island, instead of Newport Beach, he'd already have it sewed up.

CHAMBREAU'S CHOICES

I'd just about finished packing my duffle bag — including a telephone credit card, handheld SatNav, local harbor lists from Danish friends, and some paperback books — for a two-month cruise around Scandinavia, when a co-worker told me about the Patrick O'Brian sailing books.

O'Brian has written a series of 16 seafaring novels based on the English/French naval actions and battles in the early 1800s. They are well written, detailed, and basically fun to read, and as such have earned praise from the likes of the *New York Times* and Sir Francis Chichester. Following Captain Jack Aubrey and his lubberly friend, Dr. Stephen Maturin, through their adventures is a great way to spend your off-watch hours on a cruise, while at anchor, or in an armchair at home. I recommend starting with the first books, *Master and Commander*, *Post Captain* and *H.M.S Surprise*, and then go from

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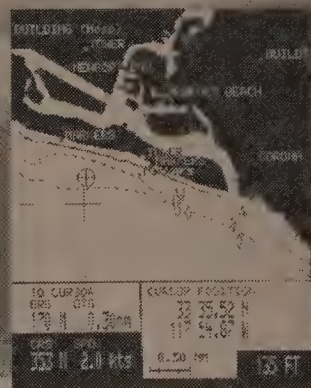
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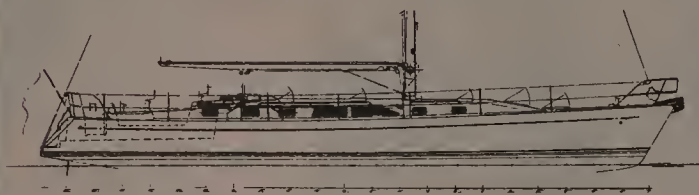
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LETTERS

there. These are published by W. W. Norton & Company, New York & London.

A companion volume, *Sea of Words* by Dean King (Henry Holt and Company, New York), provides a dictionary of the many terms used in O'Brian's novels. This is not necessary for the enjoyment of the novels, but adds another interesting and historical dimension to these stories. It's useful as well, for example, to know how long a 'cable' is when you are entering European harbors, to know how to name and divide watches, and to know the proper definition of 'idler'.

I highly recommend these books.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — Although we've yet to find time to enjoy O'Brian's books, they are almost universally praised. But what's this about having a "handheld SatNav" in your duffel? We don't remember them ever being made — and, if they were, why would you carry such a relic?

ENOUGH NOSTALGIA

I enjoyed your recent article about Cuba, as it was really vintage Wanderer. He should consider turning the day-to-day operation of the magazine over to the other editors and continue 'charter cruising' the Big O to interesting places and writing about them.

I also enjoyed your brief mention several issues back about Inge and Espie, who first cruised Mexico in '79-'80. I was very glad to read that, after many years, they are doing it again. I met them in Zihuatanejo in late '79 while cruising from San Francisco to Panama aboard a 25-ft Cheoy Lee Frisco Flyer. They were a really wonderful couple, and we had a delightful Christmas dinner aboard their boat in Acapulco.

Since we were just two young bachelors aboard a Cheoy Lee that was even smaller than Inge and Espie's Cascade 29, I think they felt a bit sorry for us. In those spartan days before GPS, Sat-Nav, autopilots, watermakers and the like, we didn't even have the most basic cruising accoutrements on board the little Cheoy Lee. As such, we were often 'adopted' by other members of the cruising fleet, especially the couples.

Another wonderful younger couple cruising Mexico during the same time frame was Charles 'Chip' Jordan of Tiburon and his wife Martha on their beautiful Garden ketch *Nerissa*. They later sailed across to the Marquesas, where I was due to join them. Unfortunately, Chip developed dysentery and had to return to the States to recover for some months. After seeing them in Sausalito in the early '80s on a return trip, I lost contact with them. Over the last 15 years or so, I've unsuccessfully tried to track Chip and Martha down. Does anybody know where they are?

Another wonderful character from that era was Seattle-based Jim Skoog, who went on to write the well-known book *Cruising in Comfort*. He was a very congenial and out-going person, and his wife and two beautiful young daughters made him very popular with the family-oriented Mexicans wherever they went.

Enough nostalgia. I look forward to *Cruising In Enemy Territory, Part II* — if, in fact, there is one — as well as any other similar adventures in the future.

P.S. My wife Miri was sworn in as a new U.S. citizen — finally — two weeks ago. She was only one of almost 4,000 that same day.

John 'Woodie' Skoriak
Sausalito

Woodie — Thanks for the kind comments.

There's a Part Two and even Part III of *Cruising In Enemy Territory* in the works. Part II will appear in the November issue.

Incidentally, there's a decent chance Big O will return to Cuba in November or December. Anyone possibly interested in going should check the announcement on page 170.

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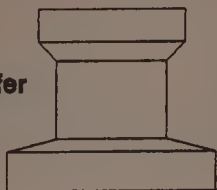
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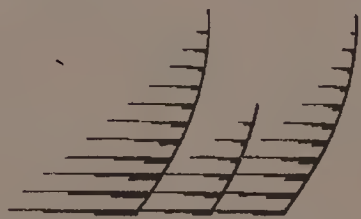
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LETTERS

⇓TIPS FOR WOMEN THINKING ABOUT CRUISING

When the Wanderer interviewed my husband and me more than a year ago, he asked me to think about what tips I might offer women contemplating a cruising life. I'm not sure if this is what he had in mind, but here goes:

1) Learn to sail the boat so that you can do all the jobs by yourself. If you do, your partner will sleep better when he's off watch. It's often less stressful to learn these skills from someone other than your partner. No matter who you learn them from, you must demonstrate your capabilities so your partner learns to trust them. In addition, learn to read charts and pilot the boat. Once you've mastered these skills, keep practicing.

2) It's always easy to see how you can't do something, so adopt a creative, 'can do', problem-solving attitude. Pretend you're solving a problem for your best friend.

3) Foreign countries usually have a different culture. You should learn and respect their customs — even if you don't necessarily agree with them — because you represent all America to them.

For example, in most Pacific islands everything — from fruit to land to water — belongs to someone. So if you see fruit or breadfruit growing unattended, you still shouldn't take them. The owner can be found — this is an adventure! — and you can trade for what you want instead of stealing it. Be aware that the local people own the water and the land, so fishing and shelling without permission is also considered stealing.

Be discreet on the radio. We've heard cruisers denigrating the locals — when we knew the locals were also tuned in. We even heard one woman bragging about stealing shells in Fiji! In places where water is in short supply, be self-sufficient.

4) Cruising for a year or two is different than an open-ended commitment, but it's still a time of change. Even though it's a 'good change', it still causes stress. So you and your partner should hone your communication and compromising skills before you leave. If your relationship is sick, you and your partner must begin healing it before you go. 'Water soluble' marriages are relationships that were already in trouble and only need a little stress to wash them away.

5) The tropical sun is hard on your skin, so protect it. Skin cancer is no fun, so use sunscreen and wear a hat. Use moisturizers — even if you think it's sissy stuff — because once your skin gets lined and leathery, it's too late.

6) Be open to a hobby — something that gives you a sense of self-validation after you've given up a salary and validation from a career. This has been the most difficult challenge for me, as doing boat jobs just hasn't given me enough satisfaction.

7) Although some of us women find cruising to be a wonderful lifestyle, it isn't for everyone. You may have to give up a certain intimacy in long term friendships or family relationships; you may have less financial security; and you may lose some physical comfort. But you get what you want out of cruising. I love the sea, and I love being out there with my husband Jim. We meet new and different people, learn about them, and usually come to love them. I also love being outdoors and travelling.

Ann Cate
Insatiable

South Pacific / Northern California

⇓WRITES AND RONKS

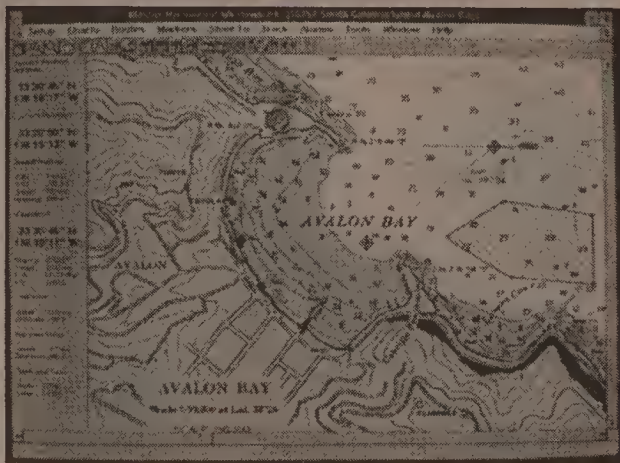
There are good points and bad points about being in the West Marine Pacific Cup. The good part is that you get to sail your boat to Hawaii and enjoy mai-tais after you finish. The bad part is that your name is misspelled in a popular publication like *Latitude*, and thus nobody knows who you are!

Since your first mention of the Pacific Cup, my last name has been misspelled. Initially, I thought the misspelling had originated with the Pacific Cup committee. However, I checked into it and it appears it originated with you.

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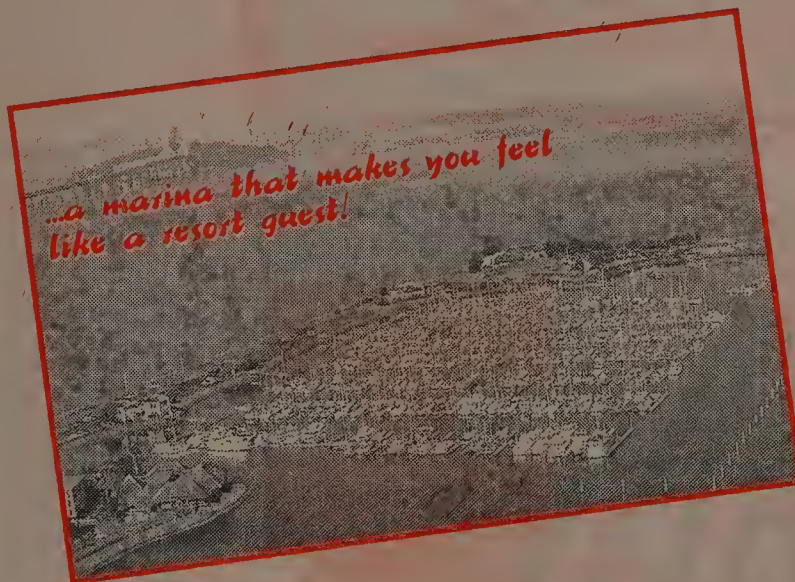
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- Oct. 18: Cruising the Sea of Cortez – Gerry Cunningham.
- Oct. 19: Downwind Marine's Cruising Trade Fair – Product demos, technical info and raffle prizes from Powersurvivor, Magellan, Switlik, Avon, Bellingham Charts, Charlie's Charts, Davis Anchors, Photocomm, Lifeline Battery, cruising charts and more. At Downwind Marine, 10 am to 4 pm.
- Oct. 22: Staying Friends with Your Engine – C.F. Koehler. Diesel and gas engine maintenance.
- Oct. 23: You Are What You Eat – Dennis & Karen Klempe. Provisioning for the prevention of hair balls.
- Oct. 27: Downwind Marine's Cruising Kickoff Party – Beach next to Shelter Island launch ramp. We do burgers & hot dogs; you bring a side dish. Noon till dark.
- Oct. 29: Survival at Sea – Michael Greenwald. The buttocks rule and others.
- Oct. 31: Circumnavigation – Jim O'Connell. Seattle to Thailand.
- Nov. 1: Circumnavigation – Jim O'Connell. Thailand to San Diego. (\$5 for both; \$3 for one.)
- Nov. 6: Radio Communication – Tommy Flanagan.
- Nov. 8: Key West to San Diego via Cuba – C.F. Koehler.
- Nov. 13: Weather Watch – Tim Root. Marine weather and forecasting.
- Nov. 15: Chickens I've Met and Et – Michael Greenwald. Cooking on a boat.
- Nov. 19: Cruising in the South Pacific – Mike & Shellie Sweet.

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LETTERS

As we weren't top finishers, you wouldn't think this would make a lot of difference. However, I was constantly reminded by members of my club and others that my name was spelled wrong — R-O-N-G.

It's all history now, however I intend to enter the '98 Pacific Cup and finish higher. Hopefully, you'll get my name correct by then.

Dennis B. Ronk
Moretoise (More Toys)
Sacramento

Dennis — Nobody likes to see their name spelled incorrectly, especially when it's with regard to an important adventure in one's life. We hope that everyone gets your name correct in '98 and that it's at the top of the list.

But while we're fully capable of making plenty of typos on our own, the truth of the matter is that this particular error originated from an early list generated by the Pacific Cup.

↓ BODYGUARDS FOR ME AND MY GEAR

I left San Francisco in '76 aboard my first boat Zoom, a Horstmann 48 trimaran that was featured on the cover of the February '78 issue of *Multihulls* magazine. After stopping at many ports along the West Coast, I made the big jump from Cabo to the Marquesas in 18 days. I then island hopped until I lost Zoom to a hurricane in the Solomon Islands.

After building a Horstman 31, I continued to island hop, now through the Carolines and the Philippines. When I reached Singapore, I bought a SatNav — you remember those breakthrough navigation devices. During the ensuing three years, I sailed to South Africa, the Azores, and the Med.

After sailing to Brazil, my boat was damaged although not destroyed by hurricane Hugo in '89. After sailing west from Panama, I crossed my outbound track at 110° W, completing my circumnavigation. I continued on to anchor in the same spot at Nuku Hiva — and what a great feeling that was. Jim and Sue Corenman of Alameda happened to be there with *Heart of Gold*.

While in the Carolines, I crossed the track around the globe I'd started with my 31-ft replacement boat. A short time later, I was shipwrecked at New Guinea's Hermit Island. I was fooled by a 180° change of direction of the current. The direction of the current is properly shown on the new charts, but not on the ones from '76!

Eighteen boxes of my gear and I were taken to the Philippines by a Fabral Company fishing boat based in Manila. They supplied two bodyguards to watch my gear and me 24 hours a day, and I can't thank them enough. I was in Fabral's care for an entire month, but they refused to accept any compensation.

I'm now finishing a 36-ft Tristar that should be launched by January. I plan to continue sailing in Southeast Asia, but have no plans for another circumnavigation. My only big complaint to date? Coasties in the Caribbean.

P.S. I wouldn't mind if some woman wanted to come cruising with me.

Capt. Steve Jeans
A stateless soul aboard the unregistered *Coasties' Delight*

↓ AN INTELLIGENT LIFE-FORM

With regrets I read about the death of Pete Sutter, a lifelong friend. Our ways crossed and parted many times over the years.

When you heard the emotion-filled rendition of the *Cremation of Sam McGee* echoing through the tules — as only he could recite it — there remained no doubt that Peter Munro Sutter had the audience captivated. As in Frost's epic poem, "There are strange things done, 'neath the midnight sun. . .," and while the tales could go on for days, one of the strangest occurred in '43 or early '44.

I was standing the 2000-2400 watch aboard the *USS Albireo*, neatly tucked into the bight of Milne Bay, Papua New Guinea. For entertainment, I turned on the 12-inch blinker (signal light) on the

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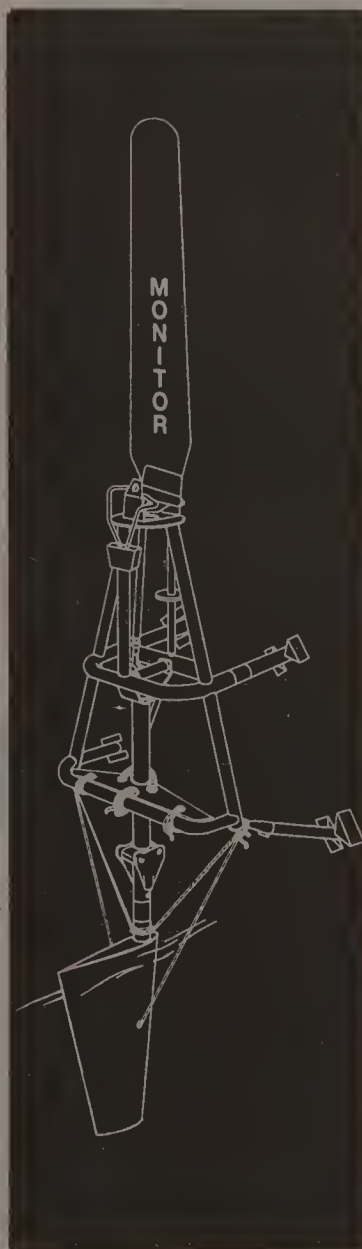
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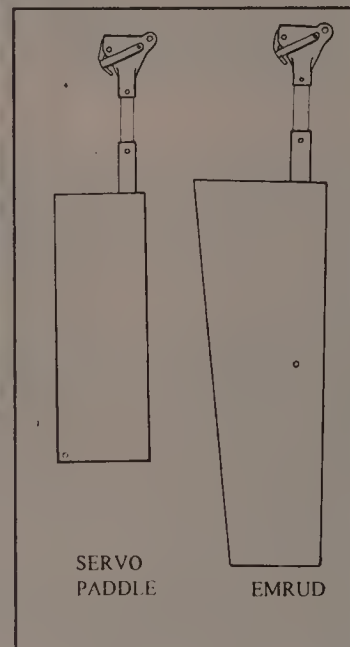
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LETTERS

bridge and commenced inquiring into the warm Papuan air: "AA AA AA" in Morse code. This is the signal for identification of an unknown station. After a few of these, a light several miles distant returned with "K, K, K," Or, "Go Ahead."

Having found an intelligent life-form was more than a surprise. I responded: "Anyone aboard from Alameda?" Soon, "II, II" (Attention), "Me." I signaled: "Int U." (Who you?). The fluid response was "Pete Sutter."

At the time, Sutter was the signal person with the Navy Armed Guard aboard a merchant vessel that recently arrived in Milne Bay.

Sutter and I were classmates from grade "1", I believe. We terrorized different kindergarten classes, however. I never got to play the 'oatmeal box', which had a traumatic effect on my early years that seemed to confer 'authority'. Sutter excelled on the tissue paper and comb.

Break a leg wherever you are, Peter. The audience is yours.

Jack van Allen
Tahoe City

↑↑A CORRECT BUSINESS RELATION

I'd like to praise the folks at Simpson Lawrence for their customer service. In 1990, we mounted a second-hand Simpson Lawrence Sea Tiger 555 model manual windlass on our boat. Through a local dealer we bought 200 feet of ABL 3/8-inch high test chain, and then ordered a compatible wildcat from Simpson Lawrence. We then left on a cruise around the world.

Well, it turned out that the chain and the wildcat didn't quite fit together, and as a result, the chain would often slip through the wildcat. At times it was both painful and dangerous.

Upon our return, I discussed the problem with Simpson Lawrence over the telephone. After one more unsuccessful attempt to find a compatible wildcat, I had the opportunity to talk with SL's Florida manager, Tom Fleming. He acknowledged that Simpson Lawrence doesn't manufacture a wildcat for 3/8" high test chain, and assumed full responsibility for our problems. He offered us special terms for the 3/8-inch super link chain and the appropriate wildcat — and a refund for our previous one. I accepted the offer for the chain, but agreed only to exchange the wildcat with no refund — I felt that our Italian accent and/or our beginner's ignorance in '90 might have been a factor in the long term misunderstanding.

Our new chain and wildcat work great. But it's even better to be able to count on a correct business relationship. Thank you Tom Fleming, and thank you Simpson Lawrence.

Rosalia Pavia
El Cerrito

Rosalia — Having a wildcat and anchor chain that aren't compatible is, if you'll excuse the pun, a drag. The thing is, the incompatibility often doesn't make itself evident until there's a powerful load on the windlass. We hope our readers take note.

By the way, we'd love to know the name and type of your boat, and if you indeed made it all the way around.

↑↑SO MANY PEOPLE WILLING TO HELP

We wanted to let you know about the good people at Alameda Prop and Machine, who not only stand behind their work, but go the extra mile — literally — for their customers.

On our 5th day out of Alameda heading south to participate in Baja Ha-Ha II, we left Monterey Harbor in a fog, motoring. We used the GPS and radar to pick our way out.

Approaching the sea buoy off Pt. Pinos, disaster struck as water began pouring into our Valiant 40 faster than our bilge pump could handle it. Coast Guard Monterey and the nearby commercial fishing vessel *The Challenger* responded to our VHF calls.

What happened is that we had lost the rubber hose from our stuffing box, which allowed water to gush into our engine room and

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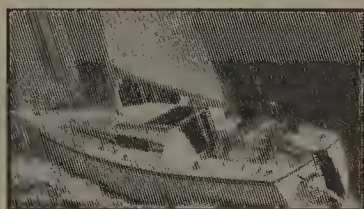
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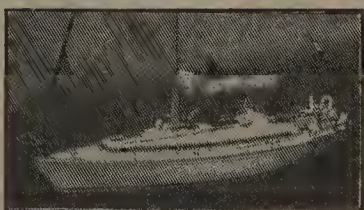
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LETTERS

cabin. With floorboards afloat, we managed to jam the hose back on, and were then towed back into port by the Coast Guard.

One of the folks from Alameda Prop and Machine drove down to our boat in Monterey, made the repairs, and gave us helpful instructions on why it happened and how to check and prevent it from reoccurring. They also helped check our engine oil and transmission fluid for water damage.

The Coast Guard personnel were helpful, courteous, and friendly. We were glad to see them!

The Monterey Harbormaster was great, too. He listened in our on VHF call for help, and while we were being towed made arrangements with Breakwater Cove Marina to allow us to tie to the fuel dock.

So many people are willing to help! What a great feeling when everything else seems to be falling apart.

Thank you to Alameda Prop and Marine, Monterey Yacht Harbor, Breakwater Cove Marina, and our friend Carolanne Hoover, who lent us a car, to the Group Monterey Coast Guard, who got us back in safely.

We'll be seeing everybody soon at the start of the Ha-Ha III.

Art and Nancy White
Audrey Lane, Valiant 40
Alameda

↓↑AM I CRAZY, SUICIDAL, OR INSPIRED?

At the end of April '97, I will be laid off from work. I figured it would be a great opportunity to purchase a pocket cruiser, buy a bag of corn chips, a bag of beef jerky, and 20 cases of beer — what I'll do with all that food, I don't know — and head south.

First, I'd want to stop off at Cabo San Lucas for drinks at the Giggling Marlin. After drinking a few shots while hanging upside down from the marlin hoist, I'd stagger back to my boat and head for Taiohae Bay in the Marquesas.

The thing is, I want to start this trip in May — right after I get laid off work. Is beginning such a trip on that date crazy, suicidal, or what? If I wait until the 'normal' start of cruising season in November, I'd have to get a temporary job to pay for all that slip rent. Ugh!

My boat is *Gerdina*, a salty Van de Stadt designed 31-ft Trintella II that was built in '67 by Anne Wever. She's sturdily built and in excellent condition. I've thought about changing her name to *Xena*, *Warrior Princess*, because there's something about an Amazon woman hacking men to pieces with a long, phallic sword that appeals to me. But I digress.

So I'm soliciting opinions. What do you think about starting a South Pacific passage from Dana Point in May? I'd also like to hear opinions from readers.

David Rice
San Clemente

David — It all depends on how close you want to cut the 'corner' of hurricane season, and how many days you plan on getting schnockered at the Giggling Marlin. Say you take 12 days to sail from Dana Point to Cabo, spend another three days drinking yourself silly, and another two days going through detox. That means you've still got two weeks before the 'official' start of hurricane season. If you can get 1,000 miles to the southeast in 14 days — and God help you if you can't — then you should be fine.

Two cautions: 1) Mexican hurricanes have been very good about not popping up before or after hurricane season, but you never can tell. 2) Think twice about sailing to French Polynesia if you're on a tight budget.

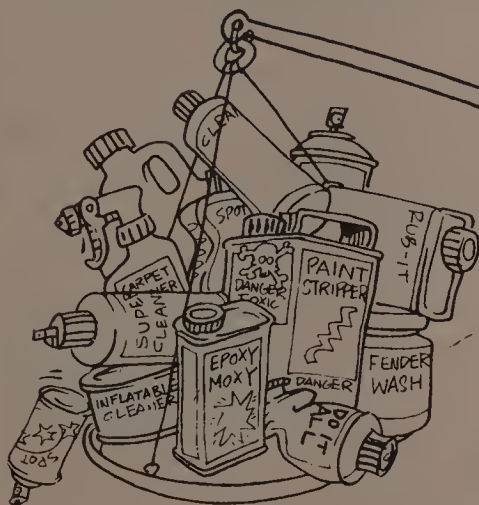
↓↑A MEMORABLE EVENING IN THE SEA OF CORTEZ

We're inspired to write after reading the letter from Mel and Harry on *Bigfoot* about cruising musicians and musical people who just love to get together, play music, and have fun.

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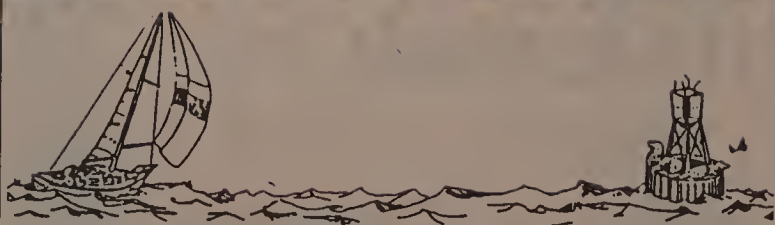
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LETTERS

Recently we were fortunate enough to be in the Baja's Bahia de Los Angeles at the same time as the Gumbo-Ya-Ya family of travelling musicians. There were 22 boats in the Don Juan anchorage waiting for the winds to subside enough so we could comfortably have a dinghy raft-up and listen to music. However, since the wind gods weren't cooperating, Curt, the Ya-Ya dad, announced the postponement of the event until "mañana!" We were all so disappointed.

Then Marv and Chieko Miller from the 75-ft schooner *Endurance* came to the rescue. Marv got on the VHF and invited the entire fleet to come aboard their boat for the evening. Immediately, the musicians set up on the bow of *Endurance*. With Curt on the drums, Jhereck on bass, Diana from *Nalu IV* on the keyboard, Bill from *Elusive* on the sax, and Tamatria from *Vortex* singing, it was definitely our most memorable evening in the Sea of Cortez.

The music was wonderful and a handful of the girls even danced the *Macarena*. Naturally, the munchies brought by the cruisers were delicious, and those people lucky enough to taste the pizza prepared by Debbie on *Cheryl Jean* had a real treat.

For many of us aboard *Endurance* that evening, it was the second time Marv and Chieko had so graciously offered their boat for a special event. A few weeks prior, they had taken all the cruisers in the anchorage out to watch a 250 pound sea turtle be released. There's a turtle preserve in the village, and it was quite exciting to watch this guy being lifted out of the *panga* — with a transmitter fiberglassed to its massive shell for tracking purposes.

We're from the East Coast, and our hailing port is New York. Most cruisers here accuse us of doing our trip backwards because we've already been through the Canal! Well, we've had a wonderful time, and will always remember our fantastic experiences and folks who've made us feel welcome. We just wish that more people from our part of the country had an opportunity to share the wonders of the Sea of Cortez.

Carol and Carl Albert
Princess
New York

TRANSPONDING FROM CYBERSPACE

Even though we make our home in Seattle, we're avid readers of *Latitude*. Our favorite weekends used to be spent loading our J/24 *Jail Bait* on her trailer on Thursday night, and then making a beeline for the Bay to race in many of the wonderful regattas put on by St. Francis YC and Pier 39. My husband is also a paying customer of *Latitude*, as he is the president of PYI, Inc.

In any event, one year ago we sold *Jail Bait*, packed up the house, and headed off to the South Pacific with our children, ages 8, 6, and 3. Six months into our two-year cruise, we finally got our hands on a copy of *Latitude*. (For some reason Fred's office doesn't want to forward the business mail!) We read the article on John Omen, who was attempting to sail around the world in a BOC boat, and have a few things to contribute to it — as well as to your opinion of cyberspace afloat.

We were anchored in Turtle Bay when Omen came limping in. Fred showed him how to jury rig his mast, and with the help of another cruiser was able to provide Omen with some sail area. During dinner, Omen mentioned that since he would no longer be making his trip and his web page would be empty, our children could fill it up with their adventures. The fact that our boat is equipped with an Inmarsat C would allow our kids to make use of the web page.

The result is that our kids' stories, pictures, and soon-to-be sound bites are now available to others on the net around the world. Our kids have had responses not only from children, but also from teachers, future cruisers, and dreamers. They frequently receive more mail than their parents! If anyone is interested in checking out the boys' web page, the address is <http://goals.com/kyrnos/kyrn-home.htm>.

For us, the ability to reach our families ashore is peace of mind in

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Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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LETTERS

itself. We would much rather have the 'mailbox' in the South Pacific than a cellphone on the Bay! It may surprise you to learn that most boats we run into have a computer onboard.

The Inmarsat also provides a second EPIRB, as it incorporates an emergency device that can broadcast the GPS position in case of a Mayday situation. The people who run Inmarsat, incidentally, are the same people who run 406 EPIRBs. Two other advantages: we can turn off the Inmarsat anytime we wish, and it's a lot cheaper than SSB and other phone calls home. With all these features, how can you knock it?

As for the subject of SART transponders and other 'collision avoidance systems', here's what Frederic thinks: All the hoopla — especially the letter from Steve Dashew — is a bunch of hot air. The big problem with all such systems is that they *require* a ship's radar to be turned on. When we recently crossed the Pacific, not one of the seven ships we saw far from land had their radar on! We have a CARD (collision avoidance radar detector) system on our boat, and it never once came on when a ship was in sight. So once we called a captain and asked him to turn his radar on. He obliged — and our CARD buzzer immediately sounded.

So if this transponder system is only going to make crews falsely confident that they'll be seen by others, then it's just another useless device. Ship crews don't watch and they often don't have their radars on. There is only one rule to follow while at sea: *tonnage!* If the ship coming at you is bigger, then it's your duty to get out of its way. Small boat mariners must stop relying on others for their safety. And please, keep the lawyers out of it.

Team Krynos

Frederic, Janet, Nicolas, Mathieu and Lucas Laffitte
Coming to you live, from Bora Bora,
where we lay at anchor atop an emerald lagoon

Frederic and Family — We've never used a radar detector, so we were unaware how few ships had their radars operating offshore. Assuming your experience is typical, we're ready to drop the transponder concept right now. In any event, we'd always subscribe to your 'tonnage rule'; it's the only one small boat mariners can live by.

Did we give the impression that we're not in favor of Inmarsat and/or have something against working and playing in cyberspace? If so, we apologize. The only thing we have against Inmarsat is the price. Since we already have a SSB and — unfortunately — aren't able to cruise for long periods of time, a \$5,000 Inmarsat wouldn't be cost-effective right now. But if we were going off on a cruise of six months or more and could afford it, we'd certainly get one. Meanwhile, we're hoping for a GPS-like plunge in price.

As for computers, it's our impression that every boat has at least one, if for nothing else than to write letters and download weather-faxes.

⇓↑ SOMETHING AS OBSCURE AS THIS

Two days after my *Latitude* arrives, I've finished it and passed it along to other California wannabes. Then I have nothing to look forward to for another month. I need something to fill all those empty hours, and thus wondered if *Latitude* knew of an organization dedicated to restoring and preserving '50s vintage aluminum runabouts. For something as obscure as this who else could I ask except *Latitude* and its readers?

Rick Katurbus
Maspeth, New York
(718) 457-6713

Rick — Your request has gotten folks around the office wondering about the source of your fascination with such obscure boats. "The only thing I can think of," suggests Donna de Mallorca, "is that he had his first sexual experience aboard one." In any event, we can't help

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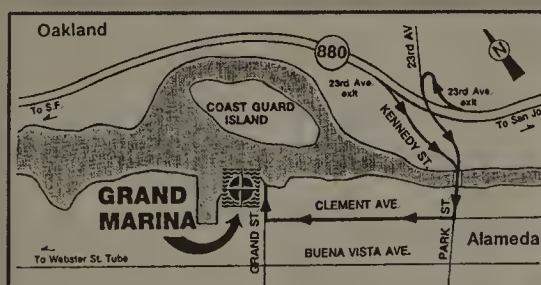
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LETTERS

you, but perhaps one of our readers can.

By the way, you're the first person we know of in the United States who says they have "empty hours."

DATABASE OF VAGABOND 47 OWNERS

We're starting a Vagabond 47 Association for owners to share ideas and solutions to problems. We're trying to put together a database of owners and information about their Vagabonds.

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Mel and Jackie
Drogheda

"GIVE THEM ANYTHING THEY NEED"

The crew of *Bodacious* in the Pacific Cup wishes to extend special kudos and thanks to the gang at Nelson's Marine of Alameda. On July 10 — about 90 minutes prior to our start — we heard some strange rattles and then a clunk as we were motoring about near the mouth of the Oakland Estuary. An inspection revealed that the propeller shaft flex-coupling had torn loose — slicing the shift cable and tearing out the stuffing box! The result was a two-foot hole and an immediate influx of Bay water.

"We're sinking," the skipper calmly announced. The engine was shut down, the pumps manned, the main hoisted, and the boat headed back to her home at Nelson's Marine. Polling the crew, the skipper found unanimous agreement that, despite the fact that any hopes for winning the Pacific Cup had just vanished, we were determined to race anyway.

Upon arrival at Nelson's, *Bodacious* was immediately lifted out. "Give them anything they need," Carl Nelson told his yard crew. After locating the essential parts by phone, SeaPower's Jim Walton personally delivered what parts they had in stock while Nelson's Travel-Lift driver, Steve Jackson, rushed to San Rafael and back with the remaining parts. As we put the boat back together — with the help of Nelson's Tom Ball — it was concluded that *Bodacious* could be made safe to sail. But since the shaft had been bent, our boat speed under power would be limited to less than 3 knots. Now on overtime, Jackson and mechanic Dave Kinder towed us as far as the Bay Bridge. We sailed the remaining distance — now against the current — and crossed the starting line a mere 5 hours, 40 minutes and 10 seconds late.

Thanks again to the crew of Nelson's. Your Herculean effort was appreciated by all of us.

John Clauser, Bobbi Tosse, Aaron Lee,
Robin Easton and Bob Novy
Walnut Creek

Readers — While covering the Pacific Cup finish in Hawaii, we heard story after story of how sensational the Northern California marine industry had been in helping competitors get ready — even at the last second — for this year's Pacific Cup. Congratulations to all of you for making the extra effort.

And here's a good tip to novice mariners: If your engine or transmission starts making funny noises, the second best thing to do is to throttle back. The best thing to do is to shut the system down entirely until a qualified mechanic can diagnose the cause. Most of us are inclined — by a powerful combination of wishful thinking and denial — to ignore abnormal engine and transmission noises as long as possible. This — and we speak from substantial personal experience — is not only foolish, but often terribly expensive.

ANOTHER GOOD REASON TO GET NAKED

Hats off — and everything else — to Jim Blaes.

The ancient Romans knew about the Mark Furmans and overzealous Coasties of the world. Searches were required to be conducted in the nude. It not only sounds fair, it would keep the

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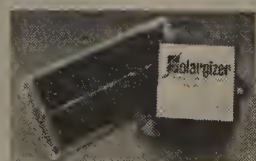
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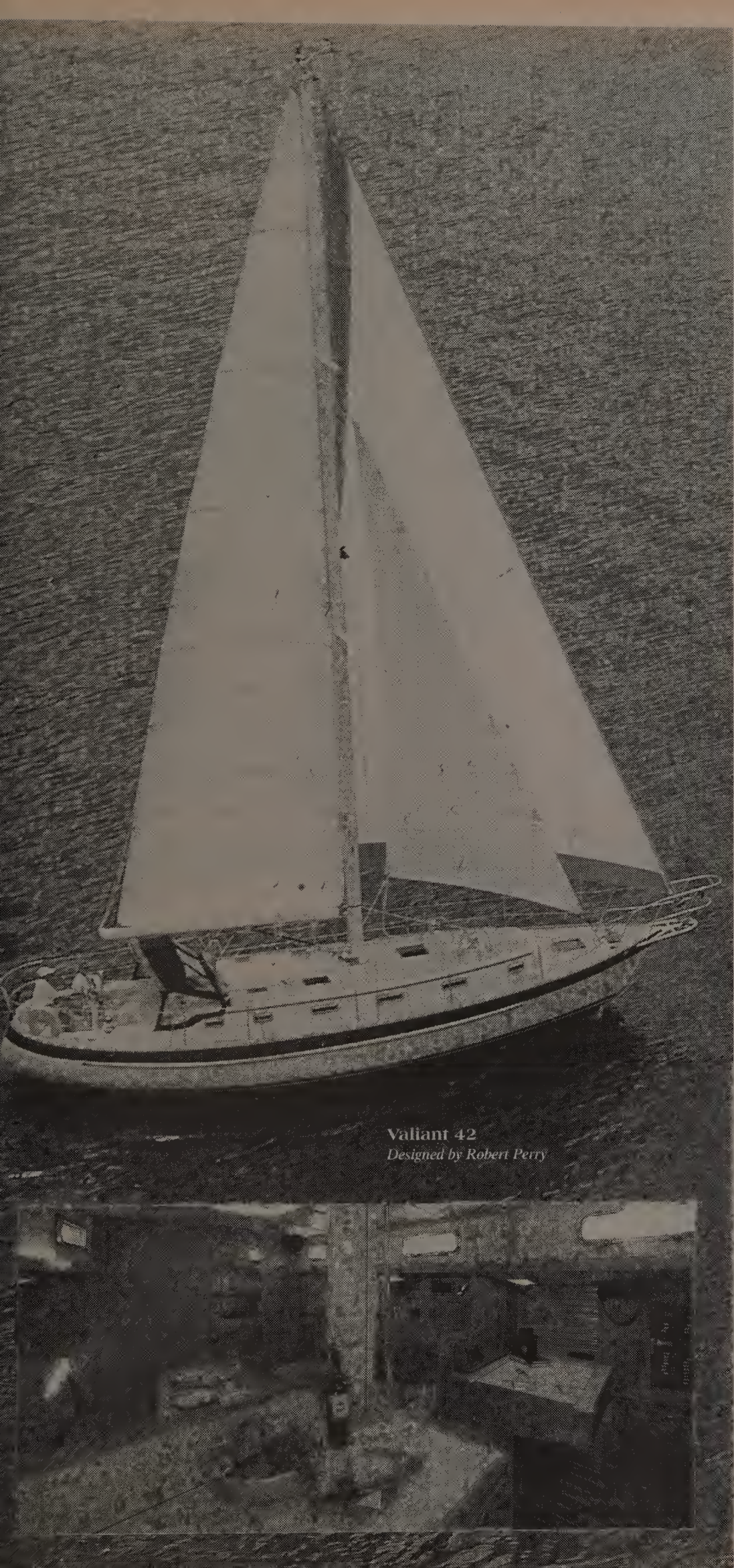


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Dan Berger
NorCal

THE COAST GUARD CREATED AN ENEMY FOR LIFE

I've read the Bill of Rights over and over — specifically the Fourth Amendment — but I still can't find any exemption that would permit the Coast Guard to violate our right against unreasonable search and seizure. How is it then that the Coast Guard is able to get away with it?

Having been a victim of one of the Coast Guard's ridiculous searches, I can tell you that it's one of the most humiliating experiences of my lifetime. I can't express the rage I felt at having three gun-toting, zit-faced punks storm over my boat's rail and hold myself and my wife hostage while they ransacked my boat under the pretense of a 'safety search'. Bullshit!

These federal officers have no reason to inspect my boat other than to fill a quota. There was no probable cause, no reason for suspicion. As a result of their search, they found no violations or discrepancies with my boat or her equipment. They did, however, create an enemy for life. If the Coast Guard is going to continue with this utter disregard for our civil liberties, they should at least change their uniform shirts to brown so that we can know them for what they are.

My hat's off to Jim Blaes, a true American patriot who had the guts to stand up to this nonsense. Isn't it time that we all did?

P.S. Please don't print my name. After our boarding, I wrote several letters of protest to my representatives, who initiated 'congressional inquiries'. These 'inquiries' consisted of forwarding my protests to the Commanding Officer of my district, who in turn wrote me a letter informing me that he was carrying out orders handed down by Congress — and would continue to do so. It's the old government runaround.

Subsequent to this, it became extremely difficult to renew my Coast Guard Master's License. Could there have been a connection?

Name Withheld By Request
San Diego

N.W.B.R. — A Harbor Patrol or Sheriff's Patrol can't board your boat without cause, but the Coast Guard can — despite the Fourth Amendment. Or so the most current court decisions say. We'll explain why in greater detail next month.

But rest assured that the highest echelons of the Coast Guard — both locally and even back at headquarters in Washington, D.C. — are paying close attention to the complaints mariners have been expressing in Letters about Coast Guard boardings.

Another way they know there's a problem is that there was a post-Blaes refusal of a boarding by two commercial fishermen in Alaska. The father and son apparently fled from the Coast Guard, ditching them by successfully navigating a dangerous shoal area, docking their boat, and then running into the woods. They returned to their boat that night, and under the cover of darkness snuck past the Coasties. They were later found at their home berth, but apparently no charges filed. Five or six more well-publicized refusals and/or a death as a result of somebody trying to avoid a boarding, and there'll be egg — rightly or wrongly — all over the Coast Guard's face.

In the last two months, we've had hours of conversations with the Coasties about the situation, and early this month we'll be discussing the legitimacy, efficiency and wisdom of boardings as they are currently being conducted with Capt. Gravino. We'll also be showing him the rest of the complaint letters we haven't had room to publish.

It's noteworthy that Capt. Gravino is not just some low-level flak-catcher, but a Three Star Admiral who is the Chief of Operations for the Pacific Coast Guard Area — which includes all of the Pacific, Guam, Hawaii, and Alaska. Why they don't call Capt. Gravino 'Admiral Gravino' is a mystery to us, but as a Coastie public relations

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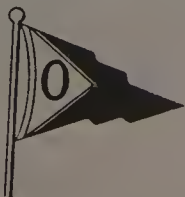
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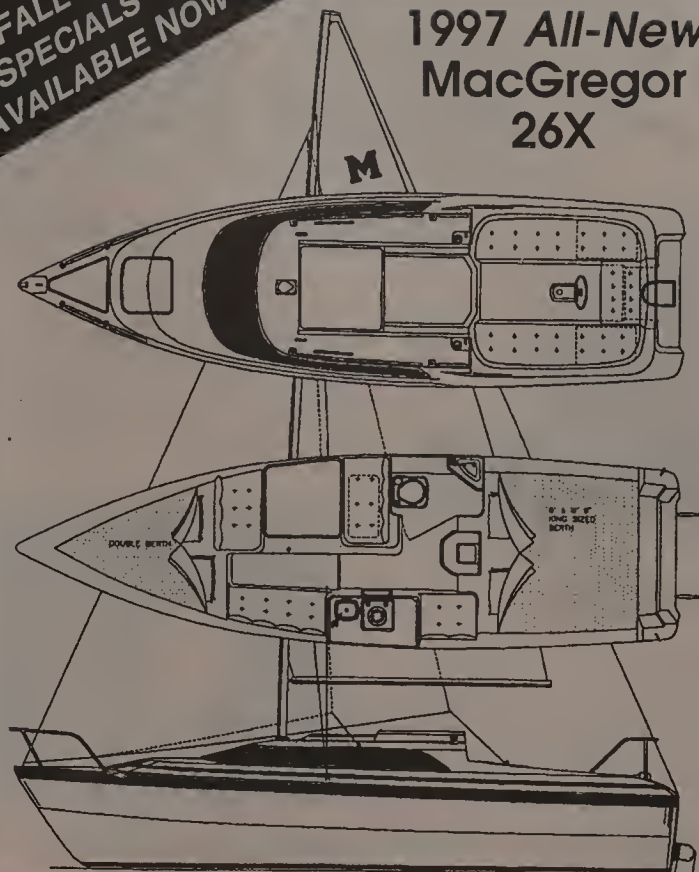
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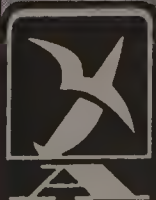
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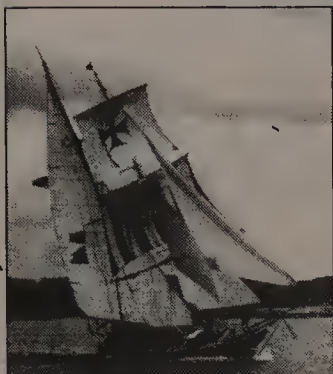
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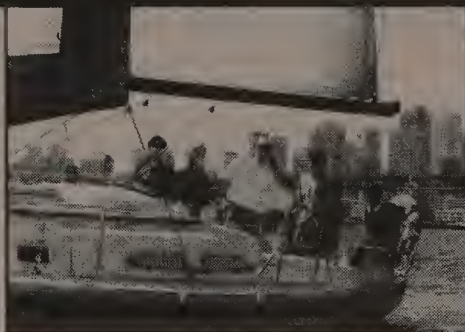
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LETTERS

guy told us, "Capt. Gravino oversees all boarding situations in the Pacific; he has the authority."

Perhaps we're idealistic fools, but we like to think we might be able to improve the boarding situation with the Coasties. Stand by to find out.

THE COAST GUARD'S TARGET-RICH ENVIRONMENT

You should see how bad things are over here on the Oakland Estuary! On any given day, there will be an Oakland Police Boat along with an Alameda Police Boat patrolling the Estuary. Then, because two boats probably aren't enough for this hazardous stretch of waterway, the Coast Guard will have either their 41-foot utility boats or one of their rigid hull inflatables safeguarding the same waters. From my vantage point at Jack London Square, I've seen all three government agencies patrolling in same small area of water at the same time.

What happened to the old Coast Guard that we used to love and respect? I think the answer is simple: When they stopped helping stranded boaters with towing and other services, they lost the public relations angle they had going for them.

'Anonymous in Sausalito's' Soulmate
Oakland

Soulmate — If memory serves us, the Coast Guard stopped being a nautical version of AAA because everyone came to the realization that it wasn't the government's job to provide no cost non-emergency services to recreational mariners. And it's not, is it? We're not precisely sure where the Coast Guard's hard-ass harassment of law-abiding citizens got going, but we think it's a remnant of the ill-conceived Zero Tolerance program.

AN ODISIOUS INTRUSION

This is an open letter regarding President Clinton's reelection campaign and the Coast Guard.

I believe that President Clinton could win the votes of millions of recreational boaters by re-defining the mission of the Coast Guard to: 1) Curb the random boarding of private pleasure vessels for the purpose of 'safety inspections', and 2) Mandate that Coast Guard funding be redirected to fully support what was the former mission of this service — rendering assistance to vessels in distress.

The random boarding of vessels is viewed by many boaters as an odious intrusion of personal rights. That these boardings are done by armed Coasties makes it even worse. Nobody would permit such causeless armed boardings to occur on land.

The boarding program started as part of an effort to curtail the illegal flow of drugs into the country. However, most people hope both the Coast Guard and the other drug enforcement agencies know that the great majority of drug shipments occur outside the realm of the recreational boating sector. In those instances where shipments do take place aboard recreational vessels, it's further presumed that the authorities know about these activities well before the vessel leaves its point of debarkation.

The boarding activities that take place in our area of North Puget Sound are more related to the District Commandant's mandate that a defined number of boardings take place per month rather than a response to the actual threat of smuggling. I know this for a fact after speaking with local Coasties.

Random boardings are a very hot subject with recreational boaters in the Puget Sound and across the country. I strongly urge President Clinton to look into the matter and investigate how he might re-define the Coast Guard's mission to re-emphasize safety and assistance — and restrict boardings to instances where there is probable cause to suspect illegal activity.

Alan N. Mazonson
Anacortes, Washington

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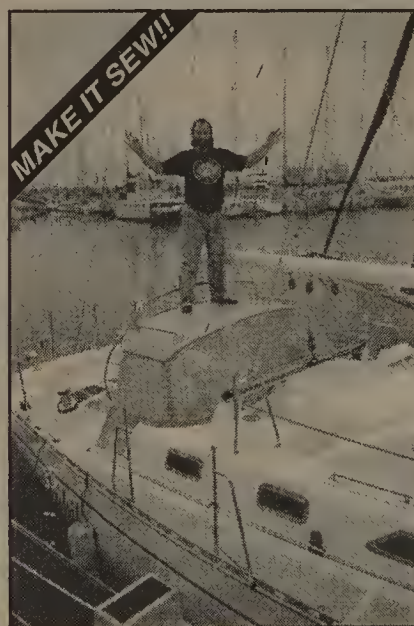
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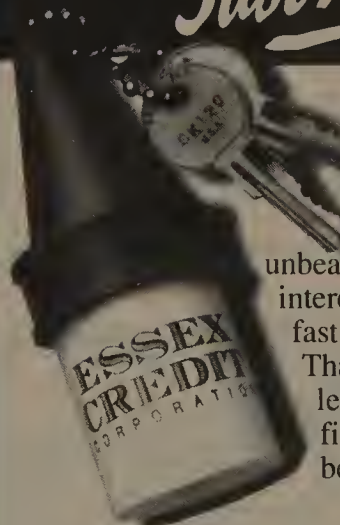
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LOOSE LIPS

Wedding bells.

After years of living in sin over in Walnut Creek, Bobbi Tosse and John Clauser finally tied the knot on September 28. To celebrate the momentous and overdue occasion, the crew of *Bodacious* and vari-



Bobbi and John. The hardhats are a whole other story.

ous friends from Berkeley YC pooled their money and presented the newlyweds with a new Pineapple #3. What a cool wedding gift! They actually gave it to Bobbi and John early, as an incentive to enter the Big Boat Series — where, as the accompanying photo illustrates, *Bodacious* took a well-deserved third place in PHRF-C.

Swallowing the anchor earlier in the month was YRA staffer Lynn Malloy, who married Marston Myers at the Grand Island Inn (formerly the Ryde Hotel) up in the Delta.

Congratulations and best wishes to both couples.

Feet week.

One of the few drawbacks about sailing is the shoes. Stated simply, most models absolutely reek. And it's not — as we first thought — just our feet. You could put a pair of the latest, greatest sport boat shoes on Elle MacPherson, and after a day of sailing you could still etch glass with the fumes. Gawdamighty, we can put men on the moon but we can't make shoes that don't stink?

We found one possible solution in the highly entertaining SNAX newsletter. According to Sperry — whose latest New Balance sport

OFFSHORE CRUISING WORKSHOPS

PRESENTED BY JILL BATY. Jill has raced and cruised offshore for 30 years and is a veteran of five Fastnets and two of the major storms of the century. She manages Warren Brown's 64' Sparkman & Stephens world cruiser *War Baby* and has recently returned from her sixth Atlantic crossing.

BUYING YOUR OFFSHORE CRUISER

1. Preparing yourself.
2. Choosing the right broker.
3. Locating the ideal yacht.
4. Proper yacht design.
5. The pros and cons of different constructions.
6. Financing your purchase.
7. Surveys. What a good survey will do.
8. Insurance.

Saturday, October 26, 9:30-5:30

Oakland Yacht Club, Pacific Marina, Alameda, \$85 (prepaid \$75)

OFFSHORE PREPARATION

1. Knowing your own capabilities and skills.
2. Check list of tasks to get your boat ready.
3. Rigging and Sails. The importance of understanding your rig, having the right sails, and learning sail trim.
4. Keeping healthy. The medical kit and first aid at sea.
5. Anchoring Techniques and Anchors.
6. Planning Your Routes. Charts, cruising guides and timing.
7. Finances. How to budget and manage finances at home.
8. Organizing Down Below. Taming the galley, cooking at sea under all conditions.

Saturday, November 16, 9:30-6:00

Oakland Yacht Club, Pacific Marina, Alameda, \$85 (prepaid \$75)

ON THE WATER EXPERIENCE

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Sunday, October 27, 11am-4pm

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Sunday, November 17, 12 hours

Modern Sailing Academy, Sausalito, \$185



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Jim & Marilyn Marco will share slides from their most recent cruise this summer aboard a Valiant 40.

Jim & Marilyn cruised for years aboard their Crealock 37 and are instructors with Cruising Consultants.

Sunday, November 2, 4:00 pm, Oakland Yacht Club

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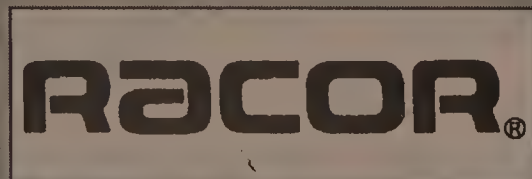
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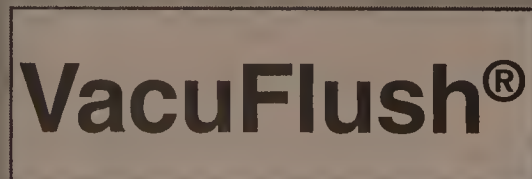
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LOOSE LIPS

shoes are *real* stinkers, take it from us — the solution is never to wear leather shoes more than two days in a row. Wearing wet or damp shoes greatly reduces their useful life, so give them a day to dry out. "Smart boaters actually have two pairs of nonslip shoes so they can alternate them," says the short item (reprinted from the Windycrest Sailing Club's *Windward* newsletter). While we would hardly expect Sperry to recommend buying fewer shoes, it does make a modicum of sense. They also recommend storing shoes on cedar trees.

By the way, consider adding SNAX (Sailing Newsletter Article eXchange) to your monthly reading. It's a compilation of some of the best and most humorous articles from sailing newsletters across the country. It's published by the One Design Class Council of US Sailing and is available free to one-design class newsletter editors (on the condition that each class is a member of US Sailing and sends copies of their newsletters to SNAX). Everyone else pays \$24 for a year's subscription. For more information, contact editor Jerry Callahan at 900 Charles St., Trenton, OH 45067; (513) 988-6747.

New direction.

In the wake of the celebration that California's Department of Boating and Waterways was spared the budget ax in August comes news of a new director. Last month, Governor Pete Wilson appointed Ronald F. Del Principe to fill the slot. A lifelong boater and 30-year Navy veteran, the 57-year-old Del Principe seems a suitable helmsman to head Cal Boating. Program objectives and responsibilities that he will oversee include development and improvement of boating facilities throughout the state, promoting safety and uniformity of boating laws, and conducting a beach erosion control program in cooperation with the Federal Government.

Largest and oldest.

According to Peter Johnson's 1994 book *Yacht Clubs of the World*, the Royal Hong Kong YC is the world's largest in terms of membership, with more than 7,900 total members. It is also one of the wealthiest, and actually has a rule stating "private servants are not allowed on club premises." The oldest is a toss-up. England's Royal Cork YC is generally conceded to hold the title, but according to Johnson, it's only true if one accepts that it is the same entity as the Cork Harbour Water Club which was functioning in 1720. Its activities were not continuous, though, and it was reformed as the Royal Cork YC in 1828. Other candidates, all in Britain, include the Starcross Club (founded 1772), the Cumberland Sailing Society (1749) and the Royal Yacht Squadron (1815). Di, Charles and all the royal messing around will long be dust by the time this issue is ever resolved.

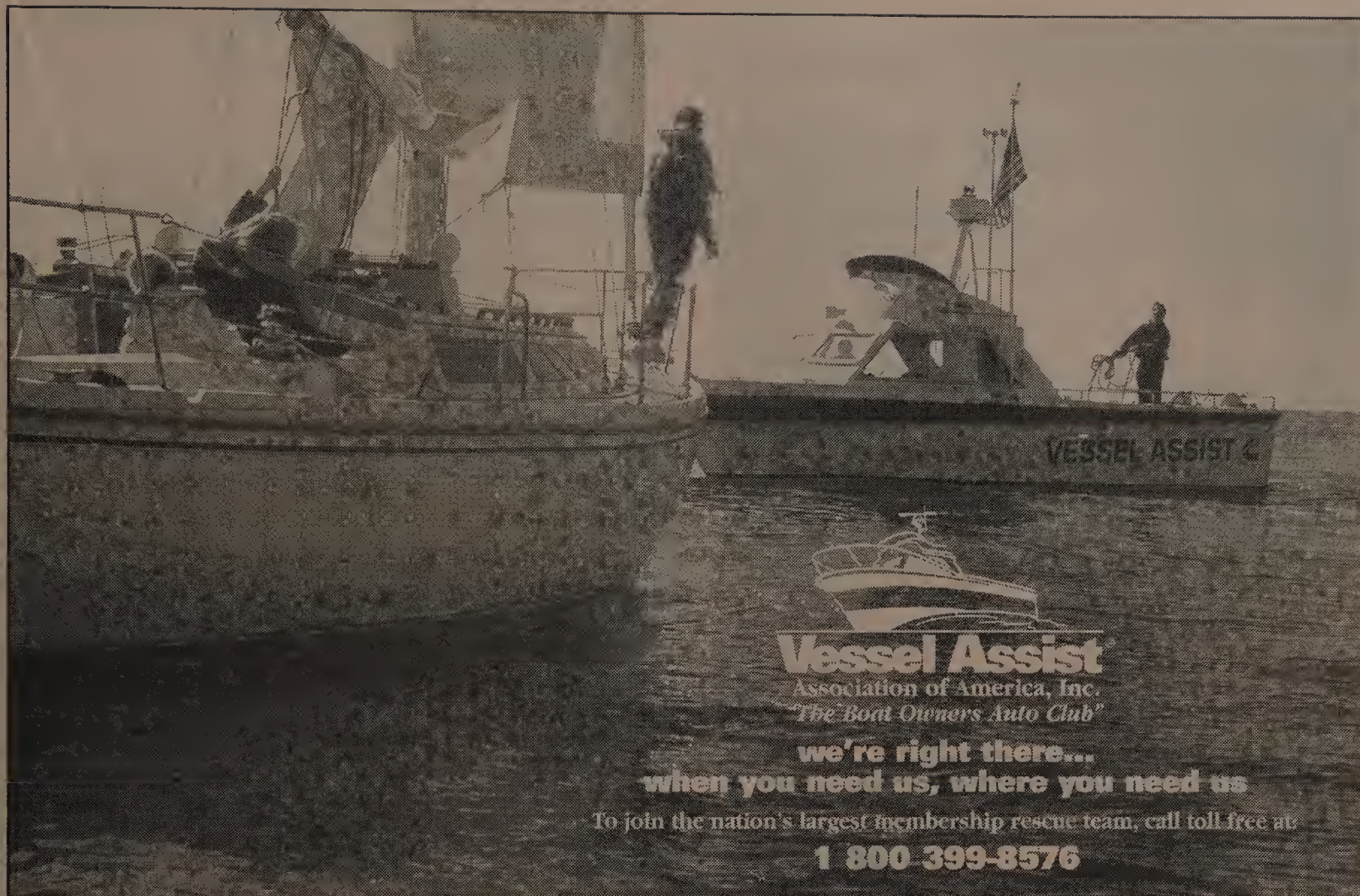
What does he mean by that?

It was a legitimate question following Mayor Willie Brown's pronouncement last month that he "wouldn't hesitate" to put up an unspecified amount of money for a new waterfront facility to support a possible America's Cup regatta.

Don't start phoning in your reservations yet. We don't even have a new ballpark — a political football that's been fumbled back and forth in City government for the last, what, decade? And nobody's going to build any America's Cup yachting center here until a boat from the Bay wins the damn thing. In our opinion, Brown's comment in early September was merely his sound-bite of the hour. It meant nothing.

BAADS news.

The Bay Area Association of Disabled Sailors is as worthy a non-profit organization as ever sailed upon our waters. They have worked minor miracles getting physically challenged people out sailing, and offer a full schedule of sailing events throughout the year both on their specially-equipped boats and others such as *Adventure Cat*.



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LOOSE LIPS

Contributions are always welcomed, but if you're short on bucks and long on surplus boat stuff, hey, that'll work, too. Particular needs noted in the September/October newsletter include knotmeters and asymmetrical spinnakers for the organization's Freedom Independence boats, two hand bilge pumps, and sewing small brass bells onto spinnakers and jibs to aid sail trim by blind sailors. For more information, contact BAADS at (415) 281-0212.



Bill and Hillary's '96 Christmas card, first draft.

Brian's back!

Brian Caldwell, Jr., was due to complete his solo circumnavigation in Honolulu on Friday, September 27. He had been at sea since leaving Panama on July 21. In completing the last 3,300-mile leg, 20-year-old Brian will go down in the history books as the youngest person ever to circumnavigate the world. Look for a full wrap-up on Brian's epic adventure in the next issue.

The pulse of the Delta.

The 1,600-square-mile San Francisco Bay/Sacramento/San Joaquin River Delta Estuary drains 40% of California's water. Only over the last few years have people begun to realize the amount of influence this vast ecosystem has on the health of the northern half of the state. Better records and more thorough testing of such things as street runoff has shed a whole new light on how intertwined and complex it really is. A few examples:

- An average of four new aquatic species from foreign ports are introduced into the Estuary every year (usually in ballast water). Between 1850 and 1970, the invasion and establishment rate was one every 46 weeks. Between 1970 and 1995, the rate tripled to one every 15 weeks. More than 230 invasive exotic organisms have been identified in the Bay and Delta as of this year.

- Approximately 80 to 90% of the material that needs to be dredged is clean enough to be suitable for unconfined aquatic disposal in the Bay or ocean. 10 to 20% needs 'alternative management'. Less than 1% of the material is 'hazardous'.

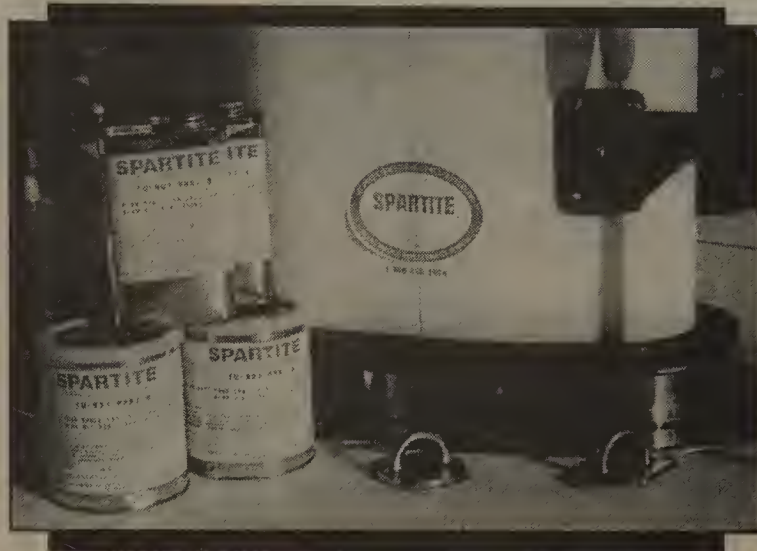
- For the most part, the populations of fish and birds in 1995 showed rebounds from record lows in the early part of the decade. This is due in large part to wet winters in 1994 and 1995 that improved water quality standards.

- Household pesticides have now been clearly linked to the

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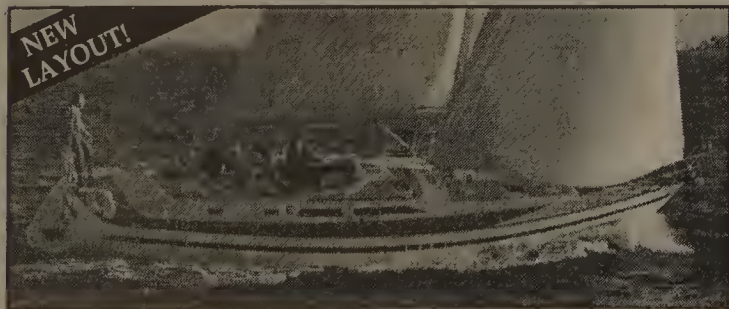
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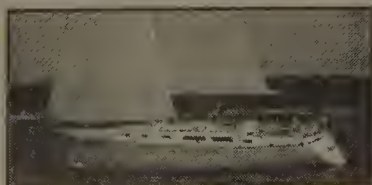
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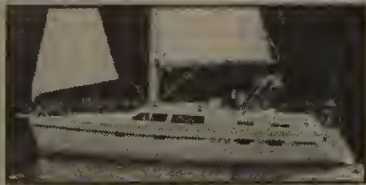
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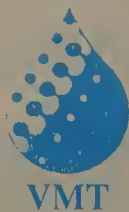
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widespread toxicity of runoff from the Estuary cities to test organisms.

- Automobile brake pads may be a major source of copper in urban stormwater runoff.

- Water diverted from the Delta irrigates 4½ million acres and provides drinking water for 20 million people.

There is more, much more. And all of it is going to be discussed at the Third Biennial 'State of the Estuary' Conference set for October 10-12. Scientists, legislators, activists, farmers, water managers and other interests will all be on hand to discuss new findings, trends, raw data and, perhaps most important, ways to manage and protect this important natural resource. If you're interested, registration runs \$85 for one day, \$150 for two or \$175 for all three, which includes lunches and workbook materials. For more information, or to be placed on the mailing list, write to San Francisco Estuary Project, 2101 Webster St., Ste. 500, Oakland, CA 94612. Or call (510) 286-0460.

Computers on boats.

A few years ago, we did an article on how personal computers are being used aboard boats. As all of us whose lives seem to be run by PCs know, however, 'a few years ago' in computerspeak is like saying 'a few ice ages ago'. So we're starting to compile an update. If you have in any way integrated a PC into your sailing lifestyle — even if you just type letters home with it while cruising — we want to hear about it.

Oops. Uh, never mind. . .

As Pogo observed, "We have met the enemy and he is us." A Coast Guard investigation into a diesel slick in Horseshoe Cove last month revealed that the culprit was one of their own fuel storage tanks. Apparently, the underground tank was leaching the fuel into the surrounding soil, which turned to a sheen at the water's edge. Approximately 1,200 gallons of red diesel — reportedly the same shade as the faces of Station personnel when they discovered the problem — seeped into the soil before the tank was pumped out. The Coasties used an absorbent boom to contain the seepage until the tank was repaired.

Kill 'em all and let the Japanese sort 'em out.

If you're ever asked on a TV game show to give an example of skewed logic, this one will be sure to win you the convertible. In September, a Japanese whaling fleet returned to port with 77 minke whales they'd caught in the Northwest Pacific. Industry representatives say the mammals were caught for "scientific purposes." Apparently, to accurately gauge whale populations, the Japanese whaling fleets must continue to decimate them.

And speaking of dead whales. . .

The *Queen Elizabeth II* pulled into Lisbon with a 60-foot whale, quite dead, draped over her bow. No one seemed to know how long the animal was there, or if it was alive when struck. The captain suggested that whales normally evade ships, therefore the animal must have been dead or ill when it was struck.

Radar love.

Another landmark hits the dust this month as the big radar dish above Half Moon Bay is dismantled. The fixture, situated on the Pillar Point Air Force Station, has long been used to track satellites, test missiles and aircraft launched from Vandenberg. But the ravages of time and salt air have taken their toll on the big dish, which has been a landmark for local boaters since it went up in 1968. So now it's coming down. The work will progress over a six-week period starting in late October. Existing radars at the Station and a new, smaller dish to be installed later will take over airborne tracking duties.

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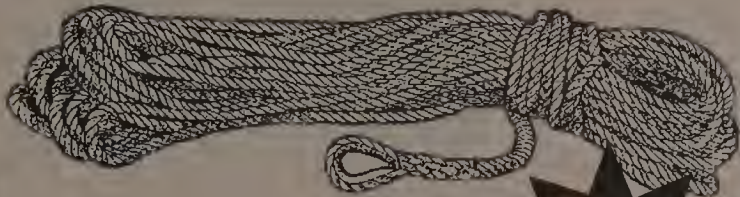
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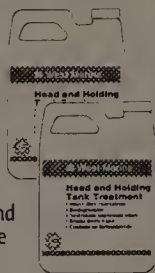


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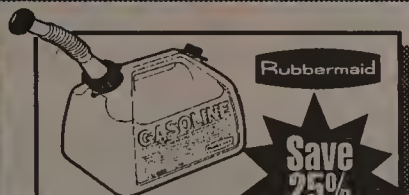
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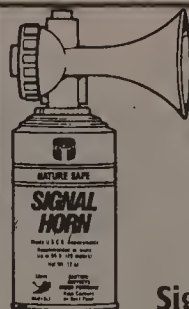


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SIGHTINGS

ha-ha news and notes

As this issue was about to go to the printer, we received our 100th paid-up entry for October 28's Baja Ha-Ha III cruising rally from San Diego to Cabo San Lucas. Interested folks can still sign up, but the entry fee has now jumped to \$200. If you have to drop out, we regret we can no longer refund entry fees.

Two important dates to remember:

October 26 — *The Ha-Ha Kick-Off and Halloween Party* at Cabrillo Isle Marina in San Diego starting at 1600. We'll provide the food for the Captain and First Mate — it's \$5 for each extra crew — and the folks at Cabrillo Isle will be the hosts. Being as it's a full moon, Halloween costumes are encouraged. This is when we'll be handing out the tote bags, hats, shirts, and we don't know what all. So don't miss it. Volunteers for setting up and cleaning will be welcomed.

October 27 — *The Skipper's Meeting* at Cabrillo Isle Marina at 1900. Attendance is mandatory for either the skipper or a representative. All entry forms, skipper and crew releases *absolutely must* be filled out, signed, and turned in by this time. *If your forms aren't in order, we'll regretfully have to deny you entry.* In return, you'll receive race instructions and division breakdowns. Representatives of the La Paz Ha-Ha and the Mazatlan Ha-Ha — both of which start about a week after Ha-Ha III finishes — will also be on hand to encourage you to sail to either Marina Palmira in La Paz or Marina Mazatlan in Mazatlan.

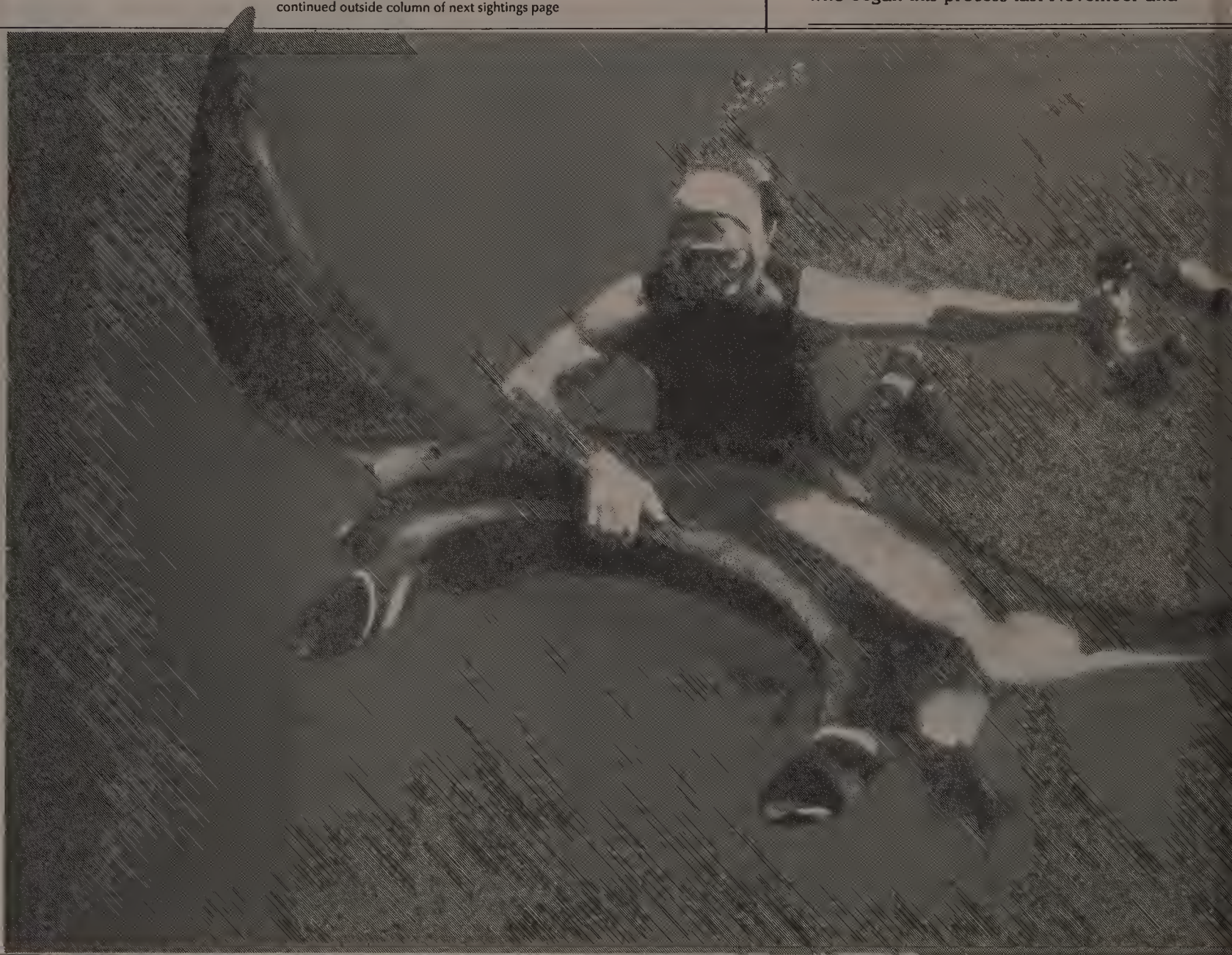
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problems with

"I bought a Pearson 365 in March of this year, started the documentation process in April, but still haven't gotten anything from the Coast Guard," a Northern California reader hoping to cruise to Mexico told us. "Does that seem right to you?" It didn't, so we made some calls — and found out there have been some bumps in the Coast Guard's road to documentation efficiency.

According to Gale Foster of the Mary Conlon Company of Newport Beach — a firm that specializes in documenting boats — about a year ago the Coast Guard consolidated 12 documentation offices into one, in West Virginia. This seemed like a smart move until some of the documents got misplaced and put on a cutter to the South Pole or something.

"If you send paperwork to get a boat documented now, it only takes about three weeks," says Foster. "But some boat owners who began this process last November and



documents and gps

December still have no documentation."

Speaking of things that might not be working as well as they should, Catherine McAteer of San Francisco called to tell us that her Magellan GPS 3000 stopped working at about the Golden Gate Bridge and didn't regain consciousness until it was about 15 miles offshore. On her return from the Farallones, the GPS worked fine — until she got within about 15 miles of shore, at which time it crapped out again. McAteer was understandably miffed.

We've spoken to at least one person who says this is a well-known problem with certain models of GPS. Others think it's nonsense. In any event, inquiring minds want to know: 1) Do you have a GPS that doesn't function as it should in certain areas — most notably the 10 to 15-mile area west of the Golden Gate? 2) If so, what specific problems does the unit have? 3) What brand and model GPS is it?

As Tom Lyons demonstrates, great cruising in the Sea of Cortez doesn't stop at the surface. And he's freediving, yet!

ha-ha news — cont'd

October 28 — *The Ha-Ha III* starts at 1000 between Zuniga Jetty and the inflatable buoy. Several of the *Latitude* staff — including the Wanderer, this year's Grand Poobah — will be sailing aboard Randy Repass' donated Santa

NEW BAJA HA-HA III ENTRIES

<u>Yacht</u>	<u>Design</u>	<u>Skipper/Navigator</u>	<u>Homeport</u>
<i>Drum</i>	F-27 Trimaran	David Miller	Seattle
<i>Westwind</i>	Ranger 33	Lermo/McNulty/Whiting	Santa Cruz
<i>Alegria</i>	Camper & Nicholson 35	Phil Ahlstrand	Oakland
<i>Red Sky</i>	Fuji 35 ketch	David/Harrington	LaConner, WA
<i>First Light</i>	Pearson 365	D. Austen/P. Nofi	San Francisco
<i>Aria</i>	Grand Soliel 37	Daniel & Esther Carrico	Tiburon
<i>Kipper</i>	Searunner 37 tri	Ed Ferranto	Trinidad
<i>Irish Melody</i>	C&C Landfall 38	Linda & Dave Allen	Santa Rosa
<i>Pian B</i>	Island Packet 38	Figge/Lewis/DeLuco	San Francisco
<i>Probacion</i>	Nauticat 38	D. Hill/B. Jordon	Cardiff, CA
<i>Amazing Grace</i>	Valiant 40	F. Schwarz/A. Parker	Sausalito
<i>Suniper</i>	Hughes 40	Heads/Cardall	Abbotsford, BC
<i>Venturous</i>	Valiant 40	Rich & Kathy Morten	Portland, OR
<i>Cadre</i>	Island 41 Freeport	Bob & Jean Crismon	Berkeley
<i>Lady Di</i>	Lord Nelson 41	Coleman family	Port Ludlow, WA
<i>Champagne</i>	Beneteau First 42	Hall Palmer	San Francisco
<i>'Er Nib's</i>	Hunter 42.5	Merle & Narah Zarow	Marina del Rey
<i>Slow Dancin</i>	Freya 42	King/Hughes	Anacortes, WA
<i>Cristal Blue</i>	59' motorsailer	Bobbi & Joe Kurka	Beaverton, OR

Almar Marinas, a highly regarded chain of West Coast marinas, with locations at Alameda, Ventura, Oxnard, San Diego and Cabo San Lucas. (800) 307-ISLE nationwide. **Barnett Insurance**, a San Diego-based firm specializing in marine insurance. Owner Mike Barnett is an experienced cruiser himself. (619) 226-6702. **Bob Rice's Weather Window, Inc.** One of the world's premier weather forecasting and route planning organizations. (603) 569-4700. **Corona Beer**, one of Mexico's finest brews. **Data Rescue Services**, a provider of computer data retrieval. San Francisco (415) 282-6464. **Diesel/Fuel Filtering**, specializing in purifying diesel fuel and flushing tanks. Alameda (510) 521-6797. **HogIn Sails**, a long-established full service sail loft specializing in blue water cruising sails. Alameda (510) 523-4388. **Island Girl Products**, manufacturer of cleaning products ideally suited to nautical uses. See retailers or call (800) 441-4425. **Larsen Sails**, a well-known, full service sail loft. Santa Cruz (800) 347-6817. **Modern Sailing Academy**, a sailing school and bareboat rental firm which also runs instructional programs in Mexico. Sausalito (800) 995-1668. **UK Sailmakers**, a renowned international sailmaker with three locations on the West Coast. (510) 523-9411. **Waypoint**, specializing in nautical books and charts, as well as electronic piloting software and hardware. Alameda (510) 769-1547. **West Marine Products**, the nation's largest chain of marine retail chandleries. In San Diego (619) 225-8844; orders (800) 538-0775. **Yachtfinders/Windseakers**, a leading West Coast yacht brokerage for cruising and racing yachts. San Diego (619) 224-2349.

Cruz 40 Promotion. At *Latitude's* request, Repass, the founder and guiding spirit of West Marine Products, has readily agreed to send three of West Marine's most experienced tech guys along to, if necessary, field questions from the fleet. Don't get the wrong idea, these guys aren't going to be Ha-Ha repairmen or anything. But if you get to Turtle Bay, for instance, and your batteries won't charge, you might meet them on the beach and compare troubleshooting ideas.

After we announced there wouldn't be a Ha-Ha web page, we received several calls from folks volunteering to create and administer one. We finally selected circumnavigator-to-be Jim Hegland of the Hans Christian 41 *Laughing Buddha*. Using his SSB radio, he's hoping to continually update Ha-Ha news — including photographs. The web address is: <http://www.laughingbuddha.org>. This is semi-experimental, so we're all keeping our fingers crossed and not offering any guarantees.

Tom Lyon, veteran of Ha-Ha I and who did Ha-Ha II with his Cal 34, *Sea Beast*, has created a plan by which the Ha-Ha fleet can raise money for an orphanage in La Paz. He's arranged to take photos of as many of the fleet as possible from a helicopter. A basic set of two 8X10 and two 5X7s will be available for \$30 when you arrive at the Broken Surfboard in Cabo San Lucas. Pt. Loma Camera on Rosecrans in San Diego — underwater photography specialists who printed the photo of Tom and a friend on this page — will do the developing at below wholesale, thus the great price.

Lyon calculates the breakeven point is about 35 boats. Anything after that will go to the orphanage. Naturally, you'll be able to order reprints and other

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COURTESY TOM LYONS

ha-ha news — cont'd

sizes. You can contact Lyon at the pre-Ha-Ha events at (714) 249-7373, or at tlyon@equinox.shaysnet.com.

One of the goals of this year's Ha-Ha is to help bring medical supplies to the rural and isolated areas of Mexico. Dr. Larry Gold of Vallejo, a vet of Ha-Ha II with the S&S 50 *Chaps*, advises us that we have to be careful. He notes that the Mexican government has clipped the wings of the Flying Doctors, who have been bringing medical treatment and medicines to Mexico's poor for 20 years. Apparently the program was becoming too much of an embarrassment for the government.

In order to maintain a low profile, Dr. Gold recommends assembling a basic first-aid kit you can pass out to fishermen, or to families living in isolated areas. See the kit contents near the end of this month's *Changes*.

We at *Latitude* suggest passing out copies of *Where There Is No Doctor*, an excellent guide to basic medical care in Third World countries. This book is available in Spanish, and at a discounts in quantity. If you want an autographed copy for your own reference, the book's co-author, Dr. Kent Benedict, will be sailing in the Ha-Ha aboard the Searunner 37 trimaran *Kipper*.

Marilyn Griffith of *Como No* suggests that women in the Ha-Ha might want to make a contribution to Centro Mujeres (Women's Center) in La Paz, the only non-governmental public health organization in Baja. Their specific medical needs include diaphragms of all sizes, cervical caps, contraceptive jellies and creams, feminine condoms, disposable speculums, pregnancy test kits and diabetes test kits. The center, which provides psychological, medical and legal counseling, birth classes, self-help groups and other services, also accepts money. Centro Mujeres is located at #475 Marquez de Leon in La Paz. They may be contacted at 011-52-112-2-35-70.

And remember — school supplies, balls, and childrens' clothing in good condition are always much appreciated. It will just take a little bit of effort on the part of all of us to make a little difference in a lot of lives. Think of the karma you'll have going for you!

Berthing will be extremely tight in Cabo. The folks at Cabo Isle Marina will do the very best they can to accommodate as many Ha-Ha'ers as possible. Many of you will have to join raft-ups — on end-ties, in front of the Plaza Los Glorias, and maybe even in the middle of the harbor. Please be flexible.

Last year a few boats started the last leg early to make sure they could grab a berth in the marina. We want to discourage this 'me' rather than 'we' kind of behavior. So we're working with the staff at Cabo Isle to see that selfish folks don't necessarily get rewarded.

Finally, remember the paramount Ha-Ha rule: You can't Ha-Ha if you're hurt or dead, so Safety First! Make sure that you, your crew, your boat, and your gear are all up to the challenge of ocean sailing — and please, wear your lifejackets. We want to leave you in Cabo as healthy as when we meet along the way.

singlehanded samaritan

Most would-be circumnavigators who appear in these pages set off to explore the globe in a leisurely fashion, with no more of an 'agenda' than simply relaxing in exotic ports o' call and seeing the sights. But not Eric Blackburn. This 32-year-old Canadian singlehander is definitely a man with a mission.

As he travels the globe aboard his home-built 30-footer, *Chickadee*, *Spirit of the Kootenays*, Eric plans to share his special cargo of school supplies and pen-pal letters with thousands of Third World school children along his route. The idea is to "build bridges of communication and understanding" between 'sister-schools' in the developing world and North America. Each 'Kids Care' package stowed aboard *Chickadee* contains basic school supplies which are chronically needed by underprivileged youngsters. But beyond filling immediate needs, each shoebox-sized package is intended to be a symbol of friendship which will hopefully spark an ongoing relationship. In addition to an interchange of pen-pal letters, one of Eric's far-reaching goals is that donor schools in the U.S. and Canada will organize fundraisers to buy their 'sister

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youth

A few days before the Big Boat Series, four One Design 48s were out on the Knox course jousting with one another. These well-matched, high-tech racing machines were doing what they do best, but not with the usual bunch of hard-bitten rockstars aboard. On September 16 and 17, each boat was crewed by teams of high-school-age sailors from as far away as Chicago.

The event was the inaugural ID48 Youth Sailing Cup, sponsored jointly by the One Design 48 fleet and the San Francisco YC. The idea, conceived by SFYC Youth Sailing Director Maureen Ford and brought to life by ID48 developer John Bertrand, is to allow the developing stars of tomorrow to interact with the sailing stars of today. Pros sharing their knowledge on board the boats included J.J. Isler, Kimo Worthington, Dawn Riley and John Kolius.



sailing cup

The kids were divided into two three-person teams — two teams per boat, eight teams in all. They rotated 'afterguard' and 'crew' duties on each of three races per day, doing everything from steering and tactics to setting and dousing spinnakers. On the second day, the young sailors changed boats and worked with a different group of professionals. Scoring was based not on which boat won a particular heat, but on points earned for team performance at various tasks.

Overall winner of the two-day event was the San Francisco-based 'Red Team' consisting of Dan Malpas, Tom Flick and Brian Jenkins. With a deserved tip of the hat to Dan, Tom and Brian, our overriding observation is that the Youth Sailing Cup is a win-win situation for everyone involved. We hope it's the first of many.

samaritan — cont'd

schools' needed equipment or supplies.

Thanks to IBM's donation of a laptop computer and the promise of free internet 'connectivity' all over the world, sponsoring schoolchildren will be able to read Eric's chronicles of the places he visits and the people he meets via his home page on the World Wide Web. A Canadian TV station has loaned him a video camera with a digital interface which will allow him to download visual images each time he comes into port. As one Canadian educator notes, "Not only will children get a chance to learn about navigation and geography, they'll get a better understanding of Third World cultural and social issues."

Although Eric is just beginning his voyage, the momentum of support for his visionary project has been growing for several years. More than 60 schools representing some 10,000 students have already donated packages and many more are sure to sign on as he works his way toward Mexico and Central America, where he'll begin doling out his goodies.

Having lived his whole life in a small coal mining town in the Kootenays, a far eastern region of British Columbia, Eric would seem to be an unlikely candidate to build an oceangoing boat, let alone to attempt a singlehanded circumnavigation. As a kid, though, he had an insatiable appetite for nautical lore, which fueled dreams of ocean passage-making. Then, at age 24, he had

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samaritan — cont'd

an opportunity to sail across the Indian Ocean from Darwin, Australia to Durban, South Africa aboard a 50 footer. Naturally, he jumped at the offer. During the trip his awareness of the world grew exponentially, and he was struck by the dire need of the many school-age children he met in sparsely developed towns and villages.

Back home, the seed of an idea took root: to build a boat and sail around the world on a school-to-school goodwill mission. Despite the disbelief of friends and neighbors, Eric bought the shell of a steel hull and slowly transformed it into an ocean-ready sailboat, financed solely by endless hours of back-breaking work in the coal mines. After four years the little sloop was ready to truck to Vancouver, where she was launched in the summer of '91. Eric then worked in the oil fields of Northern Canada and on commercial fishing boats to fatten his cruising kitty. After much additional boat preparation and tireless 'shoestring marketing' — as Eric describes his promotional efforts — *Chickadee* finally embarked on her southbound journey last November. A few days out, however, Eric had to battle hurricane-force winds 100 miles off the Oregon Coast which surely tried his seaman's mettle. Shaken but not defeated, he laid the little sloop up for the winter in Newport. He set sail again for points farther south on August 3.

Chickadee is a Folkes-designed sloop, built entirely of steel. While the boat is seemingly safe and sturdy, Eric could only afford to equip her with the most fundamental sailing gear and few creature comforts: no roller-furling, no lines led aft, no autopilot, no radar. Her only engine is an outboard hung on a transom bracket, which is virtually useless at sea. She carries no generator or solar panels. Since Eric has no way to generate electricity, life below decks is decidedly spartan. He does have a handheld GPS to augment his sextant, a marine battery (which he charges when in port) and an Aries windvane self-steering system. But sailing aboard *Chickadee* is definitely a low-tech experience.

Crack open any storage compartment and you'll find it chock full of 'Kids' Care' packages, each uniquely decorated and bearing the name of a Canadian or American elementary school — one even comes from the Yukon territory. Although no two boxes are alike, most are packed with simple school supplies such as pencils, pens and erasers. Also included are 'personal treasures' like post cards, pogs and sports trading cards. Many contain open letters to whomever receives the box, introducing the writers and telling about their school and day-to-day life in the place they call home. No doubt every letter encourages the recipient to write back soon.

Although Eric expects logistical support from Save the Children Foundation and Rotary Clubs International, project Kids Care (a registered non-profit organization) is basically a one-man show. Eric alone dreamed up the game plan, built the boat and earned the money for voyaging. In the coming months, he alone will face threatening seas on vast, lonely oceans, yet many small hearts will travel with him in spirit. Only marginally experienced offshore, Eric can't help but inspire a bit of worry over his prospects of success. Yet the gritty determination you can see in his eyes — and in his story — tells you he'll somehow complete his mission.

Editor's note: If you'd like to assist Eric in his project, call (415) 560-9083 or e-mail eblackb@ibm.net. His Web site is <http://www.stargate.ca/kidscare>. And if anyone out there has a solar panel they don't know what to do with, Eric could certainly use one.

— latitude/aet

jousting with fausto

If you've ever experienced the raw, irrepressible power of 100-mile-per-hour winds, you can appreciate how amazing it is that the southern regions of the Cabo Peninsula suffered relatively little damage during the passage of Hurricane *Fausto* last month.

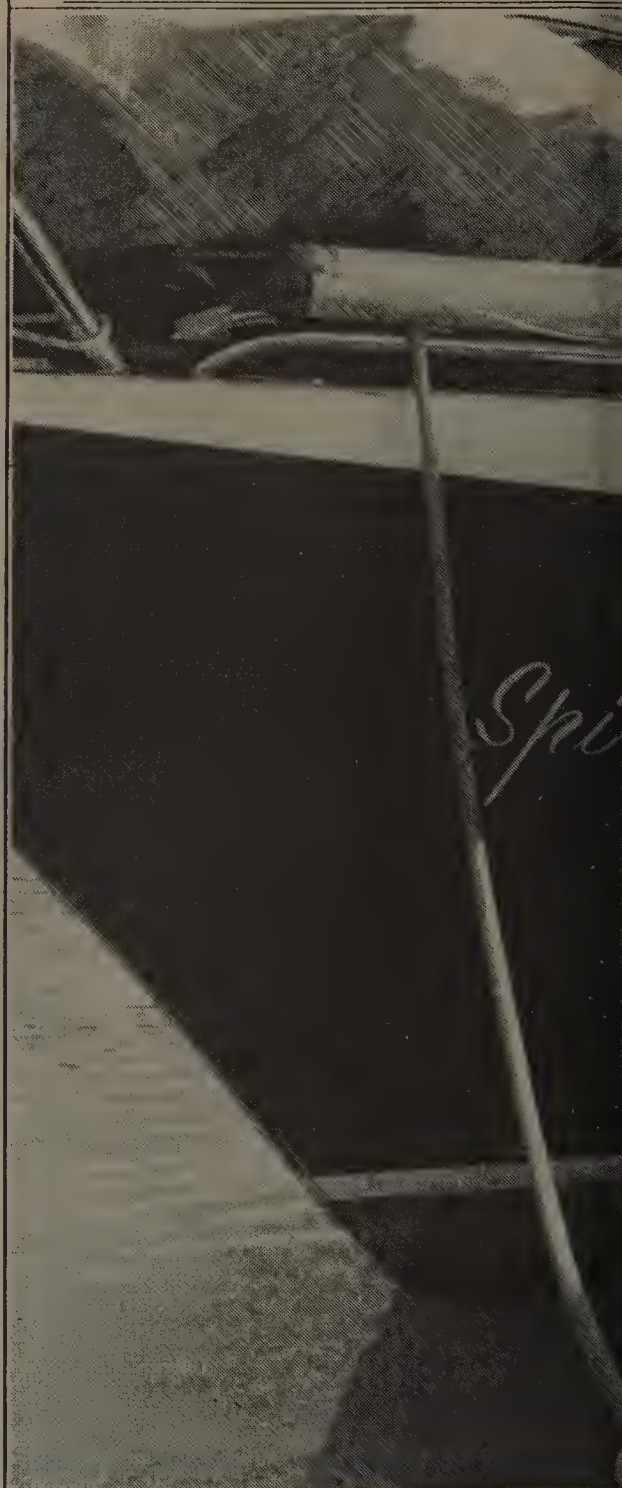
Having endured the full force of Hurricane *Henrietta* last summer and a torrential tropical storm in '93, marina personnel in both Cabo San Lucas and La Paz worked feverishly for several days prior to the arrival of this Category Three, double-tying boats in their slips, putting out extra fenders and juggling

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now we know why it's

The fertile hills around the Bay Area are home to a myriad of wild creatures that most of us never see. Others venture into cities, living literally beneath our feet in culverts and under buildings. At the marina where we keep our Olson 30 *Little O*, for example, late at night one can often spot skunks and the occasional deer roaming around near the docks searching for tidbits.

A couple of wooden boat sailors had a closer than normal encounter with the call of the wild a few weekends ago. They were out doing a Friday evening race when they looked below and saw a little, furry bandit face peering out from the forepeak. As the



called raccoon straits

two sailors (who shall remain nameless) stared in amazement, another raccoon showed its face! Apparently, the two animals had decided to take up residence among all those nice soft sailbags. (With all the lovely weather we've been having, the hatches had been propped open to air the boat out. Apparently the raccoons took that as an open invitation to move aboard.)

As there's nothing in *Chapmans* about how to deal with raccoons in your forepeak, the two sailors had to wing it. There seemed to be no immediate problem, but it was obvious the 'coons weren't very comfortable

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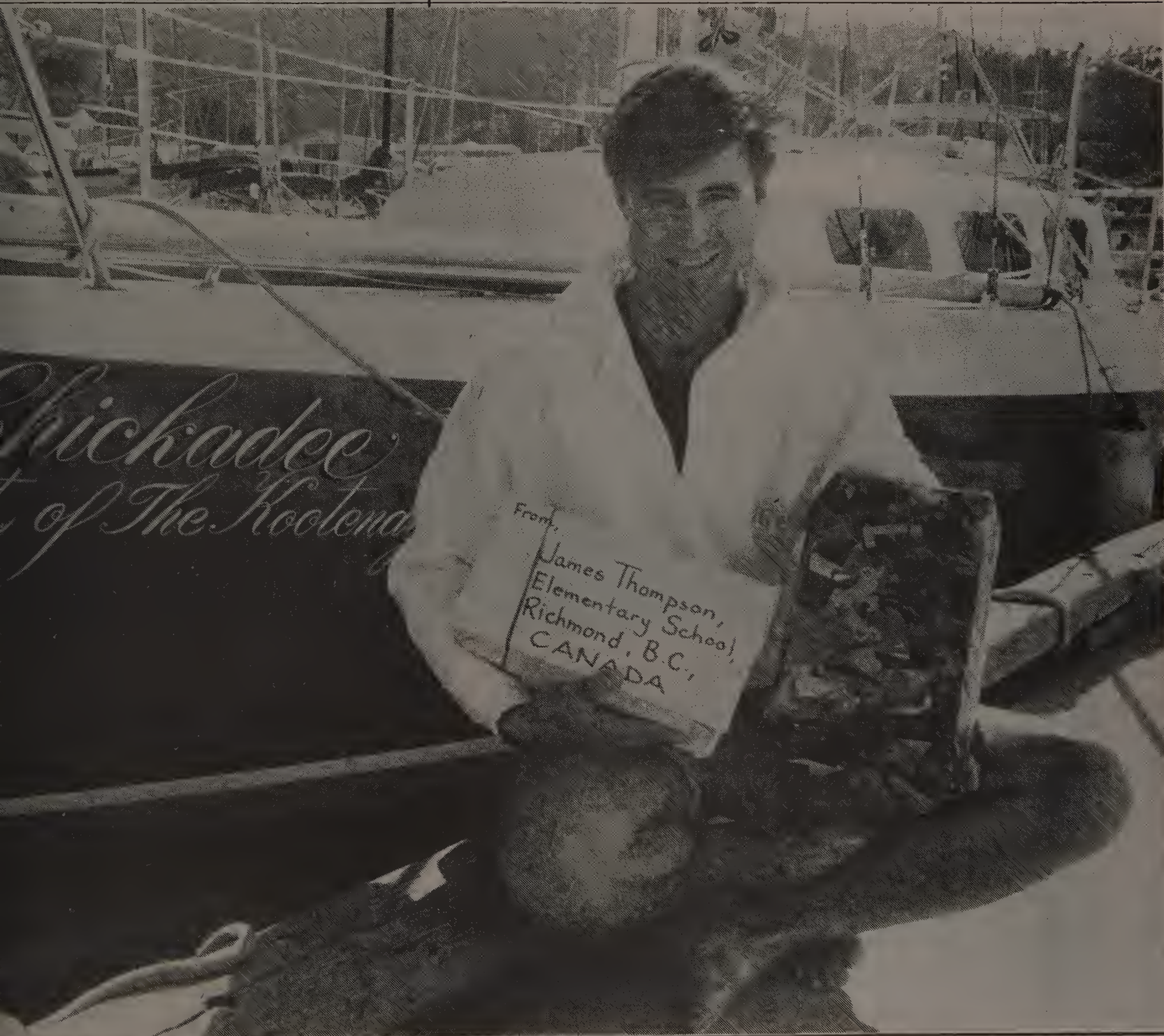
fausto — cont'd

slip assignments to accommodate as many anchor-outs as possible.

Randy Short, general manager of the Almar Marina group, reports that his company's Cabo Isle Marina (end destination of Baja Ha-Ha III) suffered only minor damage. No boats or docks were severely damaged and all boats in the dry storage yard remained upright. Even the bait barge in front of the old fuel dock is still afloat. Fishing boats took shelter within the marina and most were reportedly out plying their trade the very next day.

The Marina (and the boats within it) has probably fared so well during recent storms because it sits at the back of the harbor and is sheltered by relatively tall buildings on three sides. Many expensive homes in the hilly Petrigal area nearby have not been so lucky. This time, some lost windows, roof tiles and trees. Again, though, it was all relatively painless considering that sustained winds reached 105 knots as the system crept by at the abnormally slow speed of four knots. Predictably, water and mud entered

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LATITUDE/ANDY

SIGHTINGS

Harry Dring (left) and Karl Kortum with the 'Wapama' in 1983. She was one of the first ships Kortum secured for the Maritime museum in 1957, and the last he was working diligently to save from the wrecker.



fausto — cont'd

many houses and businesses in town. Silty runoff discolored the harbor as far as Lands End, but should be flushed out naturally by the time this article rolls off the press. Beaches were heavily eroded, but bulldozer crews went to work restoring them almost immediately after the skies cleared. The town was partially without electricity during and immediately after the storm, but according to reports we've received, phone service to Cabo was largely unaffected.

La Paz was also spared catastrophic damage. There, the peak wind intensity lasted 34 minutes, with sustained winds of 82 knots and gusts over 100. Again, the marinas fared well. Ed Vergara, Operations Manager of Marina Palmira (end destination of the La Paz Ha-Ha) reports that no boats were severely damaged at the docks, although one broke loose and had to be re-tied. *Protege*, a Hans Christian and *No Problemo*, an Ericson, both fell over in the marina's dry storage area, but did not incur major damage. Ed credits

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raccoon

with the motion of the boat. As any 'coon hound (well, 'coon hound owner) can tell you, a full grown raccoon can be a formidable adversary in a fight. So there was plenty of reason for concern. A tiller extension seemed a rather puny weapon against an enraged raccoon, and a winch handle just might make them madder. And hey, there were *two* of them. Then again, maybe all they'd want to do is jump off and swim away. . . .

As these possibilities were discussed, the sailors noticed that the 'coons actually didn't

fausto — cont'd

resident boaters, including Don Johnson of *Mariah II*, Captain Jim of *La Paloma*, Bill Kingery of *Westwinds* and Steve Marks of *Arial*, as being major assets in helping his staff secure unattended boats in the marina. Boaters who were afraid to stay aboard during the blow — and who wouldn't be? — were invited to stay in the Palmira Marina Hotel free of charge.

In the Caribbean and along the Eastern Seaboard, boats left in marinas have often suffered greater damage than those left at anchor. Such was not the case here. As many as 10 anchored boats — many whose owners were absent — were washed onto rocks and beaches. Of these the only names we've heard are *Pollo del Mar*, a trimaran, and *Viper*, a 27-foot sloop.

Traffic on southern Baja highways was reportedly reduced to a crawl after the storm due to multiple washouts and/or mud slides. However, refurbishing is underway as we pen this report.

The eye of *Fausto* passed right over the small coastal town of Todos Santos as it moved across the Baja Peninsula. Reports are sketchy as to the extent of damage there, although we do know that local residents endured torrents of rain that resulted in a muddy mess both indoors and out. As one longtime Mexican vacationer notes, however, Baja Californians are remarkably resilient people. They tend to deal with natural disasters in 'the old-fashioned way': by simply shaking off the shock of it all and getting on with life. There are no insurance claims to file and no FEMA money to wait for. Their road to recovery is paved with brooms, shovels and sweat.

— latitude/aet

karl kortum — a giant falls

For anyone who loves historic ships, the passing of Karl Kortum last month marked the fall of a giant. Without him, there would likely be no tallships left like New York's *Wavertree*, Honolulu's *Falls of Clyde*, Galveston's *Elissa*, Philadelphia's *Moshulu* and San Francisco's *Balclutha* — just a few of the great sailing ships he was instrumental in saving. In fact, were it not for Kortum, there may never have been a San Francisco Maritime National Historical Park, which boasts one of the largest fleet of historic ships in the world.

Kortum, who was 79 when he succumbed to heart ailments, was born and raised in Petaluma. In 1941, he shipped out on a square rigger named *Kauilani*, bound from Gray's Harbor, Washington, to Australia via the Horn and Cape of Good Hope. Kortum became acting mate, and when he gave the orders to furl the old ship's sails for the last time, it signaled the end of an era — as the last active sailing merchantman, the *Kauilani*'s last voyage marked the end of 300 years of American sailing history.

Kortum went on to serve as a Merchant Seaman during World War II, but his interest in sailing ships of the *Kauilani*'s ilk never waned. After the war, he began his quest to preserve whatever ships he could for posterity. Through his persistence, San Francisco's Maritime museum was founded in 1950, with Karl as its director. (He retired only last year as curator.) In 1953, with the help of the local community, he 'acquired' its current centerpiece for \$25,000: a then sorry looking old square rigger named *Pacific Queen* that was pulled off the Sausalito mudflats. The museum and many volunteers gave the 256-ft vessel back her dignity and her name, *Balclutha*. Kortum subsequently orchestrated the recovery of most of the rest of San Francisco's historic fleet. In all, he helped save 14 historic ships around the globe.

Kortum's legacy, and his legend, lives on in his vision to preserve our maritime heritage — with that 'our' meaning all the seafaring nations of the world. He has left behind a legion of friends and supporters who "feel challenged to live up to that heritage," said Peter Stanford, Kortum's friend and the current president of the National Maritime Historical Society.

Near the end of his life, Kortum was particularly concerned about the future of the ships he had worked so hard to save. Many are in dire need of repairs — and money, as always, is short. Karl's last big project — the one he was working on at the time of his death — was saving the *Wapama*, again. Long the museum's back-burner ship because of the extensive preservation work she needs, the *Wapama* is currently slated to be broken up under the

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ROGER JENSEN, THE OREGONIAN

— cont'd

look very threatening. In fact, they looked — seasick! Sure enough, the woozy, disoriented look was unmistakable, even behind the 'mask'.

The story has a happy ending. Both 'coons and crew made it back to the slip unscathed. The forehatch was left open and a bit of ammonia was poured into a bucket and left in the main cabin. The next day, the animals were gone, though it's unclear if they were motivated more by the acrid smell — or the acrid memory of *mal de mer*.

karl kortum — cont'd

Museum's new Draft Management Plan.

There will be a public memorial service for Karl Kortum aboard the *Balclutha* on October 27 at 4 p.m. Donations in his memory can be made to the *Save the Wapama* Fund, c/o the National Maritime Historical Society, P.O. Box 68, Peekskill, NY 10566; or to the Karl Kortum Endowment for Marine History, c/o the Library Associates, Bldg. E., Fort Mason Center, San Francisco, CA 94123.

For a more intimate tribute — and a more personal thanks — Gather up the family and spend a day at Hyde Street Pier, walking the decks of the ships that Karl Kortum saved.

hau'oli ahoy!

Pride, power and beauty are three qualities that the state of Hawaii possesses in abundance. The same can be said for Honolulu's Suzette 'Hau'oli' Smith, big boat sailor, surfer and ocean canoe paddler. A member of the historic all-women America's Cup crew on *America*³, Suzette (right) has the buffed physique of a world-class athlete, topped off by a mane of chestnut hair and radiant brown eyes. Her calloused hands sport red fingernail polish. Like her Hawaiian mother (her father is French-Irish), she evinces the pride of the Polynesian people, with their reverence for family and nature.

Currently residing in Sausalito, the thirty-something Suzette is gearing up for her next major challenge: crewing on a Whitbread Round-the-World boat. She's been pursuing this dream almost as long as she's been sailing, an activity that started in the Ala Wai yacht harbor where she and her family lived aboard. At four years of age, Suzette ventured out into the harbor alone on her Sunfish. "I remember wondering what the red flags meant," she says. She soon flipped over in the blustery winds and drifted across the harbor in a flood of tears. Eventually she returned home, with the hard-won knowledge of what a small craft warning looked like.

Sailing soon became one of Suzette's regular activities, along with surfing at nearby Waikiki Beach and paddling the ubiquitous outrigger canoes that enjoy great popularity in Hawaii. After graduating from El Toros and Lasers, Suzette began crewing on charter boats, the captains of which she describes as "salty and hard core. They taught me about seamanship."

Although racing looked like fun, Suzette found that Hawaiian men resisted her participation. "I decided to head for one of the best racing areas, either San Francisco, Auckland or Sydney," she says. When the chance came to deliver the Schumacher 38 *Wall Street Duck* from Hawaii back to San Francisco Bay in the early 1980s, the 20-year-old Suzette went for it — well, after subjecting the rest of the all-male delivery crew to a parental inspection. "My dad was friendly, but my mom just gave them this regal Hawaiian look," she laughs. "I told them it didn't matter what they thought, because I was going anyway."

After transiting to the mainland, Suzette hung out in the Bay Area until it got too cold, then embarked on a series of deliveries and races in order to build up miles for her 100-ton skipper's license. In particular, she credits big boat owners like Bill Twist and Jake Wood with giving her the chance to show what she could do. (She sailed with the former at the Big Boat Series and the latter at Kenwood Cup.) Twist returns the compliment: "She works hard and she's very level headed. She also has the best attitude I've ever seen about being part of a team."

In 1992, Suzette was the only woman aboard the 60-foot Polynesian migrating canoe *Hokule'a* during its 2,900-mile voyage from Rarotonga to Hawaii, a trip made using traditional navigation methods. Without relying on any modern devices like a compass or GPS, the 14-person crew used the location of the sun, direction of the wind, color of the sky and the presence of different fish to sail across the Pacific. (They did have a GPS onboard, but it was blacked out for the trip.) Suzette served as the apprentice radio operator, talking daily to thousands of Hawaiian school children about their adventure as part of the educational component of the trip. The voyage also deepened her own appreciation for her Hawaiian heritage.

continued outside column of next sightings page



hau'oli — cont'd

Even with her impressive resume, Suzette still had trouble breaking into the all-male Hawaiian crews, so she decided to aim higher. While delivering a Santa Cruz 70 back from MEXORC in 1993, she was encouraged by Zan Drejes to try out for the *America's* women's team. Suzette applied and was initially rejected, but she kept alive the hope of being called later. "Everyone said I didn't have the experience," she says, "but I knew I had the strength and the sailing background. I just surrounded myself with people who believed I could do it and visualized that it would happen."

The invitation finally came from coach Kimo Worthington, who asked her to come to San Diego for a tryout. The day before, Suzette paddled 18 ocean miles in the world canoe paddling championships and arrived 'crippled', as she put it. She aced the tryout anyway and made the team, serving in the sewer and pit in addition to being a grinder. Having joined the team late, she realized she might not get to race as much as the others, which proved to be true. She did, however, assume the role of spiritual leader, sharing with the others the Hawaiian concept of *lokahi*, or unity. "With all the stress we faced," she says, "we needed to focus on the belief that we were all together, including everyone from the sailors to the janitors onshore. The day I led everyone in the *lokahi* chant, we went out and beat Dennis Conner big time!"

Sandwiched around Suzette's America's Cup racing were other major events. In January, 1995, she rode with an equestrian troupe representing the state of Hawaii in the Rose Bowl parade. After the America's Cup, she came north to give a few presentations and then joined the new 57-foot voyaging canoe *Hawai'i Loa* on its journey from Vancouver to Alaska. "It was an incredibly spiritual experience," she says, "although in the middle of the boonies this old Indian man comes up to me and recognizes me from a segment I did on ESPN for the America's Cup!"

To put a final exclamation point on her 1995 sailing schedule, Suzette secured a berth on the Santa Cruz 70 *Grand Illusion* for the TransPac. She wanted to go home in style (her folks still live at the Ala Wai) and although the boat arrived at the Ala Wai at 3 a.m., she was surprised to find all her friends on the dock waiting to party. "It was a great homecoming!" she says. She returned to the Bay Area as part of the delivery crew aboard *Sayonara*.

For the past several months, Suzette has been living aboard a boat on Richardson Bay and preparing herself for the Whitbread Race, which starts a year from now. She's got two tryouts on her calendar, although she won't reveal any details at this point. When not sailing, she's coaching a championship outrigger canoe paddling team from Larkspur. She's also competing in canoe events herself, and recently was part of a team that paddled from Newport Harbor to Catalina.

"The America's Cup experience was great," she says, "but I'm really not a round the buoys racer. I like going from point to point, which is how I really learned sailing."

— shimon van collie

long time comin'

Friday the 13th last month was anything but an unlucky day for 14-year-old Subaru Takahashi. Early in the afternoon, after being out of radio contact since August 16 and already given up for dead by millions of his Japanese countrymen, Subaru sailed the borrowed 30-footer *Advantage* under the Golden Gate Bridge unannounced and undetected. He had just finished an extraordinary — and, in our opinion, very lucky — voyage from a port near Tokyo. And thereby goes into the history books as the youngest person in history to sail solo across the Pacific Ocean. The 4,950-mile trip (the Great Circle Route is 4,600) took a slow 54 days — *Advantage* averaged only 3.79 knots. (Although a totally different program, it's interesting to note that Steve Fosset also completed his record-setting solo Japan-San Francisco sail aboard the 60-ft trimaran *Lakota* in the same time period. He left Yokohama August 5 and arrived in the Bay 20½ days later.)

Subaru sailed over to Sausalito, anchored with the mainsail jammed about a third of the way down, and waved his hands at a nearby cruiser, who alerted the Coast Guard of his arrival. The boat was eventually sailed over to

continued outside column of next sightings page



COURTESY SUZETTE SMITH

SIGHTINGS

long time — cont'd

Corinthian YC, the club chosen by Subaru and his parents for the end of his voyage. There the young voyager was reunited with his mother and father and swarmed by the press. Poised, smiling shyly, and looking no worse for wear, Subaru fielded questions through an interpreter.

The low point of the trip, Subaru explained, was when his Volvo Penta engine died on August 11. "I began to wonder if there was something wrong with me and my life," he admitted. Unable to restart the motor (whose generator kept his batteries charged), Subaru soon lost the use of his Ham radio and two autohelms. He had three back-up handheld GPSs, so navigation wasn't a problem — but it appears the last month was a lonely struggle to make it here. He did have a cell phone aboard (that was apparently out of range), but no VHF radio — Subaru is too young to get a VHF license in his country!

There were also many high points during the voyage, including beautiful sunsets, star-filled nights and mostly benign weather. "I wasn't lonely," Subaru said, with the wisdom of a zen master. "I thought of my parents and school friends, and my place in the universe. I was respectful of Mother Nature, and knew I would make it." The best part, of course, was finally finishing the long voyage. "I couldn't stop smiling and couldn't sleep for the last two days of the trip!" he said.

Subaru's parents — his father is a potter and his mother owns an auto repair business — arrived in the Bay Area 10 days before their son. Though obviously worried, they never lost faith that Subaru would eventually appear. Neither parent sails, and they aren't particularly wealthy people, but they supported their son 100% in his desire to make the trip. This despite his inexperience: Subaru has been sailing only a few years, and had exactly one 3-day passage on his resumé prior to this undertaking. Nevertheless, Chiharu and Hiroo Takahashi helped their son borrow the four-year-old Takai T301 (which looks like a stouter Humboldt 30) from a family friend, supplied him with food (mostly rice and miso), and saw him off on July 22.

The inevitable comparisons with the April 11 plane crash that killed 7-year-old pilot Jessica Dubroff troubled both parents. "Subaru set out on this trip as an adventure, not as a stunt or an attempt at breaking some record," claims father Hiroo. "This was a chance for my son to accept a challenge and grow as a person."

Whatever one feels about the motives or appropriateness of a 14-year-old sailing across the Pacific alone, it shouldn't detract from Subaru's accomplishment. Few adults could conceive of such a trip, let alone execute it. In fact, only about three dozen sailors have made recorded solo crossings between the two countries.

Subaru's immediate plans are to go back to school, with an eye towards eventually making a living in the sailing business or as a professional sailor, "if I am lucky in the future." He also expressed a desire to do a circumnavigation "when funds allow," though he was unspecific about details.

"It was a remarkable accomplishment given his age and relative lack of experience," stated Peter Hogg, a four-time veteran of Japan crossings and the Takahashi family's host while they were in Tiburon. "Subaru is a really good kid, and I'm sure that the world will be hearing more from him."

swift recovery

On Wednesday, September 11, well-known Northern California sailing instructor Mary Swift was giving a brief overview to a group of Cal State Monterey students. The locale was Monterey Bay, the class was 'Basic Keelboat', "and this," she told them, pointing over her shoulder to a mooring ball right next to the Coast Guard cutter *Long Island*, "is what we're going to be sailing on tomorrow." But when she turned to introduce the Targa 34 *Renaissance*, a boat she has used to teach sailing to thousands of people over the last nine years — it wasn't there. Quick calls to the harbormaster and Coast Guard (to see if they'd had to move it for some reason) confirmed her worst fears: the boat had been stolen.

"The thing that I couldn't understand initially was, why *Renaissance*? It

continued outside column of next sightings page

right place at

When Trish Gooch realized she was in trouble, she did what most people don't: she started looking around for help *before* she was too tired and cold to be desperate for it.

Hoping to enjoy some of the last brisk breezes of summer, Gooch had launched her sailboard off Crissy Field early on the afternoon of Friday, August 30. Her mistake came in choosing the 'Five-oh' sail for the day's outing. She picked the relatively large sail because when she entered the water, those brisk breezes were more like gentle zephyrs.

For a while, things went okay. Then the wind started to build to 25 and over, with gusts into the mid 30s. It wasn't long before the board was so overpowered that she



the right time

couldn't sail back in — and she was being swept rapidly toward the cold Pacific on a 4½-knot ebb.

Meanwhile, Chuck Weghorn and his crew were heading back into the Bay. Like many other boats that started that day's Windjammer Race, their Farr 52 *Zamazaan* had been becalmed so long at Montara that they decided to bag the race and do the following day's Jazz Cup. About the time Trish had drawn the attention of several other board-sailors who grouped around her trying to figure out what to do, *Zamazaan*'s spinnaker hove into view. They waved wildly as the boat steamed by under the Gate.

"We saw them waving over near the

continued middle of next sightings page

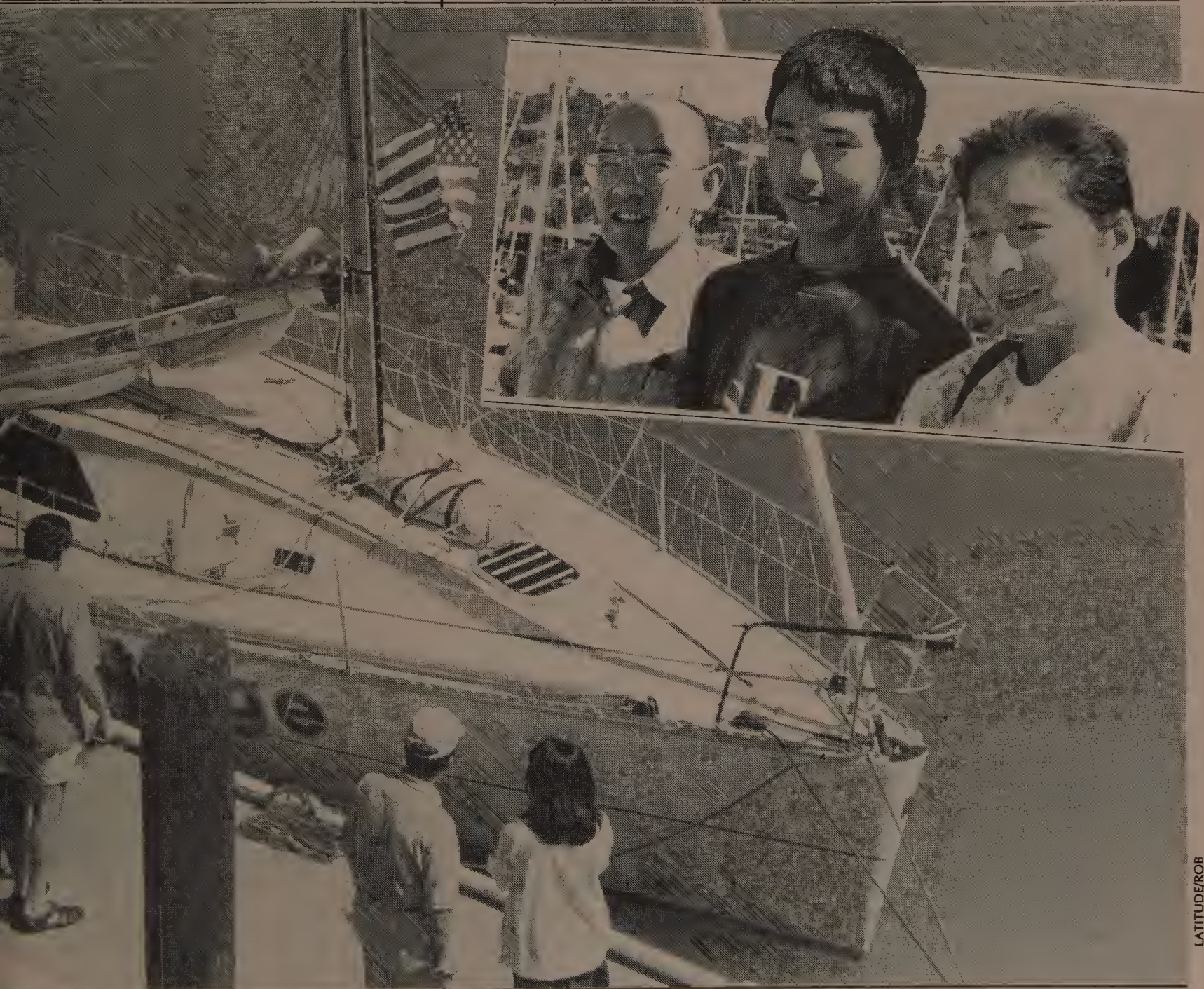
swift — cont'd

seemed like such an unlikely candidate for so many reasons," says Swift. "For one thing, it's a very unique looking boat; only three were ever brought to the West Coast and the other two are off cruising. For another, we use the boat every week for classes. You'd think anyone wanting to steal a boat would be more interested in one that wasn't used much."

But stolen it was, and as the days went by, the plot thickened, as the saying goes. A squid fisherman said he'd seen the boat heading out to sea before dawn on Tuesday. Other witnesses had noticed the boat, with a dinghy in tow, tied up at a nearby dock for what looked like provisioning. And when Mary stopped by the Monterey Harbormaster's office, one of the workers there relayed a strange phone call she'd received on Monday.

The caller had asked, "What would you do if a boat was stolen off a mooring in the outer harbor and you didn't know about it?" When queried why he wanted such information, the caller made some vague comments and then said, "Someone has taken a boat off a buoy in the harbor and is taking it to the Delta to get lost." The harbor official had not acted on the call because

continued outside column of next sightings page



SIGHTINGS

swift — cont'd

she thought it was a prank.

By this time, Wednesday afternoon, word of *Renaissance's* disappearance was spreading faster than a spark in a firecracker factory. It would eventually appear in the Monterey newspaper, on local radio and TV. It also got on the Navy and Army internet sites, and flyers even made it to the boat show at Jack London Square. Friends told friends and, by Thursday morning, people in marinas, sailing schools and half the other marine establishments from Monterey to San Francisco were on the lookout for *Renaissance*. Most were convinced the boat bandits would be headed south.

But the phone call bugged Mary. On a hunch, she called Bob Neil, a former student and old friend from the Benicia YC. "There's a rumor that she's coming your way," she told him. Before the club's Thursday Night racing series got underway, Bob announced the news to 150 racers.

One of those racers was Steve Bales, another of Mary's pals. On Sunday morning, he was having coffee with a friend, looking at a photo of *Renaissance* that Bob Neil had taken off the club wall to show the racers. Steve commented how nice it was that so many people were rallying to the cause — when he looked out on the water and said, "And there's Mary's boat now!"

Sure enough, *Renaissance* was going by, heading toward the Martinez Marina. With her prominent hard dodger and sail numbers, there was no mistaking the missing boat. Steve phoned the police and radioed the Coast Guard. Then he and his friend jumped into a skiff and followed *Renaissance* into Martinez, hanging around the harbor entrance to block any escape attempt. Another friend phoned Mary and said, "I'm looking at your boat." She was on the road shortly after noon.

The Coast Guard sent two men to the Martinez Marina by car, and a cutter relieved Steve's dinghy outside the harbor mouth. The three people aboard *Renaissance* no more than finished tying up when they turned around to the 'welcoming committee'. They were made to sit on the dock, hands on heads, until the Martinez police arrived.

Arrested were a woman in her 50s and two younger men, one purportedly her son. Police had not released their names at presstime. Missing, but an integral part of the 'caper' (as you'll see in a minute), was a fourth person, a woman whose clothes and other personal effects were found aboard.

Mary and her brother arrived from Monterey about 5 p.m. and confirmed that this was indeed the boat she had reported missing. Then came the process of going over *Renaissance* to see what was missing or damaged, a procedure overseen by the Coast Guard's Nancy Lee, the senior officer in charge of the investigation.

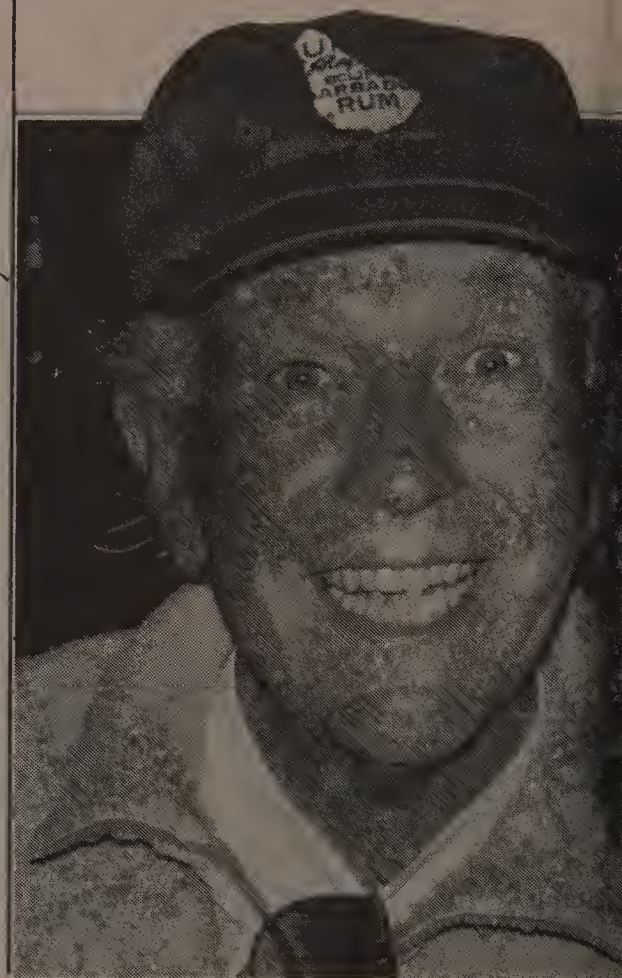
"That was a terrible experience," says Swift. "They had cut wires and made a real mess down below. There were crusty food bowls and candy wrappers everywhere, and the V-berth smelled so badly of body odor that we couldn't stay below for more than five minutes at a time." She was somewhat amazed to find that the head was very clean, despite there being only one towel aboard.

A good bit of gear was missing or damaged. Two sails, a cruising main and 110 jib, were gone, as was a handheld radio. Stanchions were bent, all hatches had either been kicked or crowbarred open and one sail had been torn — and crudely repaired. Also aboard was a large box of syringes, although no drugs were found. Mary was told that the older woman was a diabetic.

By far the oddest thing aboard the boat was what the thieves had done aloft. Apparently unable to make any of the boat's electronics (or the engine) operate, someone had climbed aloft, ripped off the boat's anemometer, masthead light and windpoint. They then ran their own wire, connected to their own batteries, up the outside of the mast, out the upper spreader, and on along the shroud to the masthead!

The weirdness continued ashore. The 'mystery caller' who had phoned the Monterey Harbormaster called back, talking first to the Coasties and then to Mary. He said his estranged wife told him, "If I ever disappear, it will be on a boat going to the Delta." As the date of the theft approached, the wife told him she and some friends even had the boat picked out they were going to steal,

continued outside column of next sightings page



Chuck and Trish.

South Tower, but at first we thought they were waving at a fishing boat that was also going by," says Weghorn. "By the time we realized there was trouble, it took us another mile to get the spinnaker down and motor back up to her."

The boarding was accomplished quickly. Trish attached a thrown line to her board and scooted easily aboard on the boat's big transom scoop. The crew hauled the sailboard onto the deck just as easily.

Chuck welcomed her aboard and, after making sure she was all right, informed her, "We stop for windsurfers all the time, but the guys we always throw back."

Trish took the incident much more seriously. "What can I say? They saved my life." Fortunately, "tired and scared" were her only real complaints. She was rescued before becoming hypothermic.

After *Zamazaan* was tied up and put away at her St. Francis YC slip, Trish bought Chuck and his crew several rounds at the bar. Just before he left, Weghorn informed her that in order to really make things 'even',

NO PARKING



LATITUDE/ROB

— cont'd

she had to crew on the next day's race to Benicia.

"I'll be there," she said. And she was. Although she's sailed 'real' boats before, Trish admits she felt a little lost aboard a "monster" like *Zamazaan*. Weghorn says he was pleasantly surprised, however. "She may not have had a lot of experience, but she shows a lot of potential," he observes. "Every maneuver we'd make, she'd ask, 'What can I do?'"

Trish's experience with boardsailing dates back six years. As for her sail selection that day, no excuses, it was just a bad call. (Boardsailors don't 'reef'; most carry several different-size sails they rig according to the conditions.)

Fortunately, her experience also allowed her to turn a potentially life-threatening experience into a learning one. "So many people make the mistake of waiting too long to ask for rescue," she says. "I was out there an hour trying to get that sail up. That was ample time to figure out it wasn't going to happen."

TOW-AWAY ZONE

swift — cont'd

although she wouldn't tell him which one. When she disappeared, he made the call to the Monterey Harbormaster. The wife is the fourth suspect in the case, the one whose clothing and other items were aboard when the boat docked in Martinez. (Ironically, they were only pulling in to buy cigarettes, and had only about \$3 between them. Mary thinks they probably sold or traded much of the missing gear away in the four days they had the boat.)

As Mary and the man — apparently an innocent party who shall remain anonymous here — talked, he said the wife and her friends had also trashed his boat, a former charter yacht. And the dinghy that was recovered with *Renaissance* was his dinghy! When he heard what Mary and *Renaissance* were all about, he offered to donate 22 lifejackets and other gear to her from his former charter operation.

By the time you read this, the \$10 to \$15,000 in damages will have been repaired (including new cushions up forward) — and *Renaissance* will be back on duty teaching Monterey college students to sail. But to Swift's mind, there's much more to celebrate than that.

"This would never have happened if so many people hadn't pitched in and helped. I think it shows that when we work together, we can keep boats from being vulnerable to this sort of thing," says Mary, adding, "Everyone was wonderful, and I'm very thankful to all of them for helping me get this boat back."

quiet power

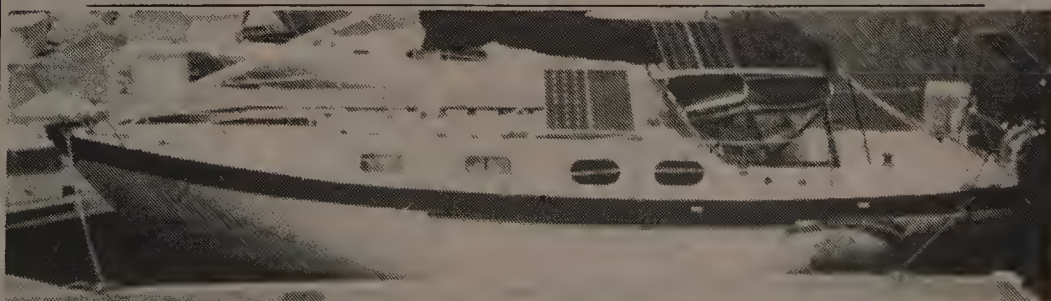
Auxiliary engines, be they inboards or outboards, diesel or gas, are cantankerous things at best. They smell, they're noisy, they leak fluid, they pollute, and to keep them running right, you need to keep pouring money and various toxic fluids into them at regular intervals. All in all, they're the antithesis of why most people go sailing in the first place.

But they are a necessary evil. Or are they? Reader Steve Cooper doesn't think so. Astute readers may remember Steve from an article 8 or 10 years ago wherein he converted the gasoline motor on his Rawson 30 Rainbow to run on CNG — natural gas. While the little 4-cylinder motor ran fine, it still leaked oil into the bilge, and filling the big CNG cylinder that took up much of the head presented problems. So awhile back, Steve decided to repower his boat. Today, to our knowledge, Rainbow is the only sailboat in existence with an electric motor — and a free and limitless fuel source: the sun.

Here's how he did it. . .

Seven hundred pounds of concrete and iron punchings which formed part of the poured-in-place ballast were chiseled out by hand to make room for the batteries I'd need. There are now a total of 22 six-volt golf cart batteries onboard, with 6 mounted under the floor, 6 hidden on the level of the cabin sole and 10 more hidden in a specially-built rack in the engine room. Total weight: 1,300 pounds.

Power control is accomplished via a simple electric relay system salvaged from an old electric forklift, and a Curtiss PMC motor controller. Eighteen of



STEVE COOPER

'Rainbow'

the batteries feed the 36-volt controller, while the remaining four feed the 12-volt system.

During the first two years of operation, I experimented with just full-on and full-off operation through relay switching. In other words, I could not vary RPMs; when engaged, the motor was either in full-power forward or full-power

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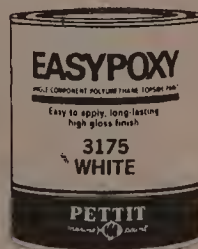


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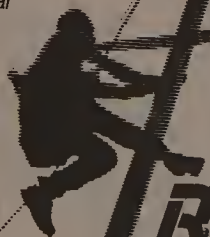
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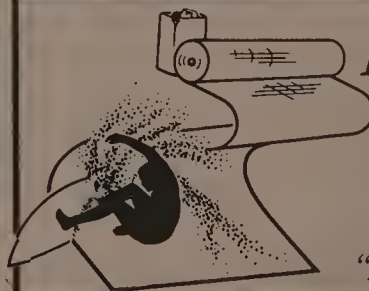
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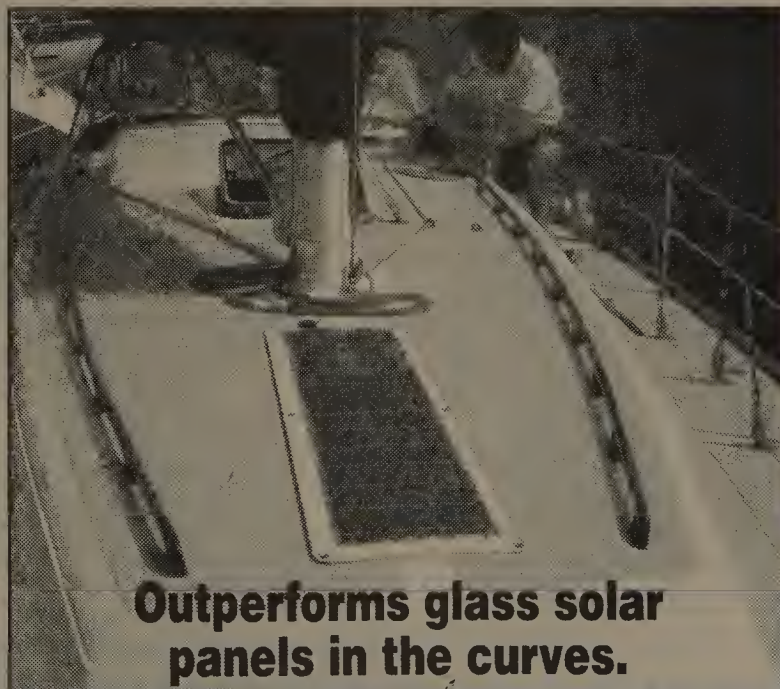
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SIGHTINGS

quiet — cont'd

reverse. This type of control has proved to be quite satisfactory, because the propeller tends to act the same as a torque converter in a car — when the motor is engaged, the viscosity of the water 'absorbs' the shock, resulting in smooth starts and stops.

The addition of the controller has given me much more flexibility in running the boat, however. For example, with full-on operation, the boat would make 5-5½ knots (110-120 amps) for 3 hours in no-wind conditions. With the controller, I can cut back to 3½-4 knots (50-60 amps), and get the 8-hour range — with a clean bottom and no headwind — I so desperately wanted.

The charging system for the boat is provided by four Siemens and three Solec solar panels. This gives me well over 250 watts of solar power. Perhaps this is not a great amount for direct use, but when you consider the amount of sunlight with my storage abilities and the number of times the boat is used every month, it adds up to a lot of charging power. In a pinch, I can still tap into the utility grid at a marina for fast charging.

For the future, I'm hoping to get a hydrogen-powered PEM fuel cell — the same clean, silent power source the space program has been using for years. I've been working with a group in San Jose that already manufactures small experimental ones. With a larger fuel cell, I could get a much better power-density-to-weight ratio than with my present lead acid battery arrangement. It would also allow me to utilize my electric propulsion over much greater ranges. I have already gotten enough power out of it to run an electronic fish finder, 5" color TV or small 12-volt electric trolling motor for my dinghy.

— steve cooper

in the wake of the zaca

It was a standing-room-only crowd that gathered at the Sausalito YC Thursday evening, September 12. But instead of trophies being handed out or awards given, the subject of the gathering was a yacht nearly 10,000 miles away; a yacht that left the Bay Area over 50 years ago and has not returned since. And while few boats could ever manage to attract as much attention locally, much less from overseas, to her loyal fans there is only one *Zaca*.

The subject of the gathering was a demonstration video entitled *In the Wake of the Zaca*. It was sponsored by the Sausalito Historical Society and hosted by the Sausalito YC. The video was produced, written and edited by Sausalito residents and *Zaca* aficionados Luther Greene, Hillel Resner and Doug Clark. The 18-minute production was created, according to its producers, to showcase some of the abundant footage available about the schooner — and hopefully generate enough interest to allow them to put together a full-length documentary on this local legend. The largest wooden yacht ever built in the Bay Area, the 118-ft *Zaca* was launched from Nunes Boatworks in Sausalito in 1930.

Stories about *Zaca* and various attempt to restore her have been reported dutifully in these pages over the last seven years. And although the purpose of this gathering was not another restoration attempt on *Zaca* herself, the production paid suitable homage to her near mythical appeal, while also showcasing an opportunity to document and preserve the schooner's colorful history on film.

The assembled 'fans' were not disappointed. They were treated to a first-class preview of film footage from the *Zaca* archives. The polished and professionally produced video featured the planning, building and launching of the schooner in Sausalito, footage from her 1930s expedition to the South Pacific, and *Zaca*'s role during the war years. While the current demo video does not contain the story of *Zaca*'s later years, notably under owner Errol Flynn, Greene nonetheless added that film footage of this period is available from TV and movie archives, although the cost is currently prohibitive.

To add further spice to the evening, several original crewmembers were on hand to reminisce about the schooner, including 82-year-old Basil Coleman, the oldest surviving member of her first cruise. As a *Zaca* crewmember from 1931 to 1938, Basil livened the evening with tales of life aboard during seven years of scientific expeditions under the tutelage of her original owner, banker Templeton Crocker. "We kept that crew all those years," Basil recalled fondly,

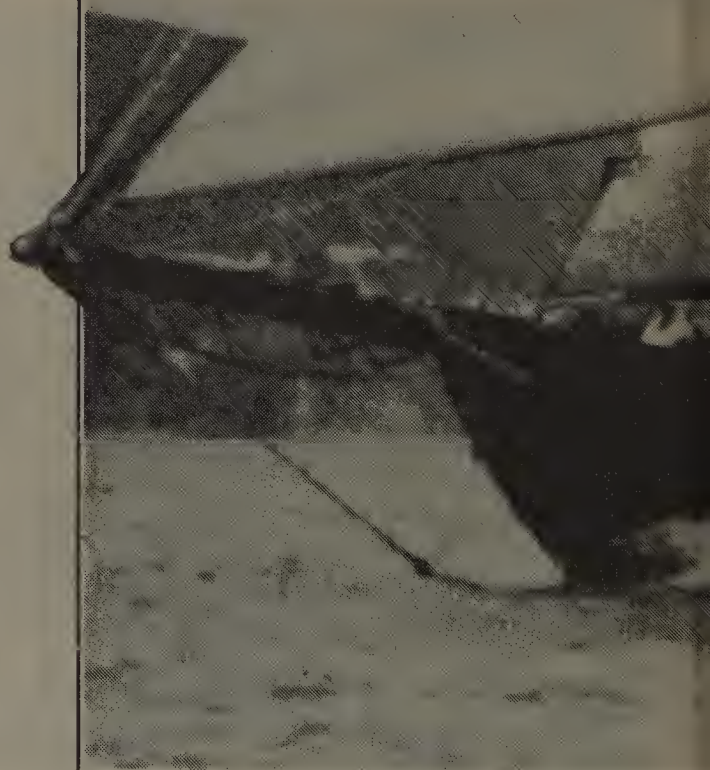
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sailing

The preparation for an ocean passage on *Wild Spirit* started out with a bigger shopping list than usual, cooking different meals in advance, looking at charts, and checking all the rigging and systems on the boat. Pete paid careful attention to the weather reports, and when finally everything looked right, he decided on our departure day. But never alone; the crew was always included.

He liked an early start. He was up at first light, declining coffee and breakfast as we went through our 'go to sea' checklist. There wasn't a need for a lot of conversation. Everybody knew what to do and after a little while he looked at the crew and asked: "Are we ready?"

"Yes, we are ready."



with sutter

"Then let's do it."

Once the boat was underway, the watch-keeping routine was strictly adhered to. Pete made clear by his own example that when you were on, you were on, and when you were off, you relaxed. He was never late on his watch. If he thought he'd be sleeping particularly hard, he'd want to be awakened earlier.

Cooking duties were shared. We enjoyed our mutual meals, especially cocktail hour with a nice toast before dinner. We always cooked a full meal. Pete liked to eat well, no matter if it was at an anchorage or out at sea. Luckily enough *Wild Spirit's* galley is designed so we could cook in any conditions

continued middle of next sightings page

zaca — cont'd

remembering that Crocker ran a 'happy ship', keeping all 15 crewmembers employed full time, even during the Great Depression.

Many of the numerous legends about *Zaca* also came to life through families whose relatives were associated with the schooner. 'Celebrities' included Edna Nunes Rocha, who was just 14 when her father Antonio Nunes launched *Zaca* at the family's boatyard in downtown Sausalito (adjacent to the present-day Charthouse Restaurant). Donna Bailey, whose father 'Swede' Larson was one of the original ship's doctors aboard, displayed his logbook from *Zaca's* cruise to the Galapagos Islands. And, not to be left out of the festivities, *Zaca's* original 20-ft cedar and teak launch was also in attendance. Once left to rot on the Bay's mudflats and now restored to museum condition, 'little' *Zaca* was proudly displayed by owner Neil Parks of Isleton.

While the evening presentation was a tremendous success by all accounts, the producers hope it will be the first step toward obtaining the funding necessary to complete their 'dream project'. According to the producers, additional material to be featured in a future production would include

continued outside column of next sightings page



Above, Basil Coleman and Edna Nunes Rocha. Inset at left, little 'Zaca', September, 1996. Spread, big 'Zaca' off Sausalito, circa 1930s.

SIGHTINGS

zaca — cont'd

original black-and-white footage from 1930s voyages to Pitcairn Island, the New Hebrides and the Galapagos — as well as William Beebe's expedition described in the book *Zaca Venture*. Other materials might include footage from Errol Flynn's documentaries on board, footage from French television archives, interviews with crew members from all relevant periods in the schooner's history and contemporary footage on board *Zaca* sailing off St. Tropez. (Rescued from near ruin at a French boatyard, *Zaca* was restored two years ago and presently sails out of St. Tropez under Italian art patron Roberto Memmo.)

According to co-producer Greene, the project thus far has been a self-financed 'labor of love'. Along with Resner and Clark, he hopes to obtain the funding to produce a complete full-length documentary for PBS or commercial TV; possibly even an international production. If the crowd gathered was any indication of the fans' interest, the story of *Zaca* may soon appear on a screen near you.

— john skoriak

Editor's Note — An additional screening of *In the Wake of the Zaca* is planned for the near future. Check Calendar for dates and location, or contact Luther Greene at (415) 821-2951; email luthergr@aol.com.

cruiser division for the transpac

At the end of this year's West Marine Pacific Cup race to Hawaii — see *Part II* elsewhere in this issue — both Skip Allan and Stan Honey had good words to say about the spirit of the event and participants' camaraderie and enthusiasm. "This is what the Los Angeles to Honolulu TransPac used to be like," was their sentiment, "and more what it needs to be like in the future."

The TransPac, which goes from Los Angeles to Honolulu on odd-numbered years, is the granddaddy of Hawaii races. It started way back in 1906 and has a long and rich history. In terms of participation, it reached a magnificent apex in 1979 when 80 boats participated. We can remember walking down Ala Wai's TransPac Row in the wee hours of the morning, with parties going full tilt on 10 different recently arrived boats. As soon as one party would start to break up, two more yachts would arrive and the cycle would start anew. In those days everybody raced, expert or novice, racing machine or cruiser — and everybody celebrated.

Within a decade, the ultralights had taken over and the nature of the TransPac had dramatically changed. If you were on a sled, you finished so much earlier than the non-sleds that you were pretty much partied out by the time everyone else finished. It was the beginning of a gap between serious, high-stakes racers and less serious, lower-budget racers. That gap has continued to grow in the TransPac.

Another byproduct of sled racing is that weight is an even greater consideration. So where 70-footers used to sail with 12, now they sail with only 8 or 9 crew. If you aren't a top-notch sailor, you get left on the beach. While these semi-pros are superb sailors, many lack the enthusiasm and spirit of true amateurs. For semi-pros, sailing to Hawaii isn't an adventure of a lifetime, but just another day at 'the office'. Many hop planes for home within hours of docking with no interest in the post-race festivities.

These are just a couple of factors to partly explain the dramatic decline in the TransPac fleets of recent year — while participation in the Pacific Cup (raced in even-numbered years from San Francisco to Kaneohe Bay) has soared. There have been a few attempts on the part of the TransPac to become more inclusive, but most have been halfhearted. This new division, however, has the potential to bring the magic back to the TransPac.

Latitude will be the first to credit Hugh Lamson of the Long Beach YC with the idea of bringing 'cruiser racing' — such as the Baja Ha-Ha — to the West Coast. As a result of his efforts, last month the TransPac YC Board of Directors authorized the addition of a cruising class as 'invited guests' to the 1997 TransPac. 'Invited guests' may sound a little bit like second-class citizens, but

continued outside column of next sightings page

sutter



COURTESY CHRISTINE SUTTER-EL BERINS

Peter Sutter, expert sailor, masterful baker and superb human being.

and seasickness seldom bothered us. Pete was the baker on board and nothing was more welcome than the smell of freshly baked bread throughout the boat after a few days at sea.

He wanted the boat to be sailed efficiently but comfortably. "Keep the boat going," he used to say. "Reef the main when you first think about it; but when you want to take a reef out, think twice." Since *Wild Spirit* is so easy to handle, the person on watch usually could do anything necessary alone. But if somebody needed help, Pete was the first one up to give a hand. I remember our sail from Tonga to New Zealand in November, 1994, when we had to go through a nasty front with strong winds and gusts. At 10 o'clock at night, I was struggling to roll up the genoa with the furling line when Pete's hand reached out the hatch and helped me complete the job. The same dark night, he went up onto the pitching foredeck to set the staysail — with no flashlight — handling the sail and lines as if it were a calm, sunny afternoon. He knew every operation on his boat by heart.

Pete's ease with his boat gave me a very secure, comfortable feeling. When situations became difficult, I could trust his decisions. There was never a moment when I was scared with Pete on *Wild Spirit*. Which is not to say that bad weather — or mechanical breakdowns — didn't frustrate him. I heard

a lesson

With all the recent controversy regarding the Fourth Amendment and the Coast Guard's boarding of boats for 'safety inspec-

— cont'd

a lot of swearing as he tried to work in some particularly tight part of the engine or head, often in rough weather as he believed in fixing anything that went wrong right then and there. After finishing, he'd always count the tools he used before putting them away and declare, "that was a 12-tool job."

Pete never lost his enthusiasm for sailing *Wild Spirit*. Sometimes, mostly at night when he thought nobody was looking, he disconnected the self-steering gear, took the tiller, trimmed the sails like he wanted them and sailed the boat himself — man, boat and ocean in perfect harmony. One of these occasions was on our sail in June '95 from Australia to New Caledonia, an upwind sail, when *Wild Spirit* performed at it's best. Shortly thereafter, Pete found out he had cancer.

Pete didn't believe in making passages together with other boats. He liked to be out there by himself. If a boat just happened to be around, however, his old racing spirit came alive. He'd fine-trim everything and when we sailed faster, he'd get a big grin on his face and say: "We dumped him." Then he'd give *Wild Spirit* a few love pats and say, "What a great little boat."

When I first met Pete, he liked to make passages with three people. "It's easier on everybody, we got more rest," he maintained. But as I learned more about the boat, we made more and more ocean passages without a third person and Pete started to like it that way.

Whoever was aboard, wherever we were going, getting from point A to B on *Wild Spirit* was never a 'necessary evil'. With Pete, ocean passages were always pleasant and positive, a part of our cruising life that we both treasured immensely. It's hard to believe that these still so vivid memories belong to the past, never to come back again.

— christine sutter-el berins

Readers — We intended this personal remembrance of the late Peter Sutter to run last month. Unfortunately, space restrictions prevented its inclusion then. We must also apologize for a misunderstanding regarding bylines for the September Sightings article noting Sutter's passing. The author of that piece was David Beatty. Our apologies to David, and to Christine Sutter-El Berins.

in civics

tions', we thought a little review and perspective might be in order. To remind those

continued middle of next sightings page

t-pac cruising — cont'd

it's not really that way. The multihulls are also 'invited guests'.

The way Lamson and the TransPac Board have set it up, cruising class boats will have to be at least 34 feet long, have a PHRF rating over 27 (which means cruisers won't have to battle with Santa Cruz 50s), and have a ULDB factor of less than 1.80 (which will keep out higher performance boats such as J/35s and Express 37s). Cruising entries will be handicapped to accommodate spinnaker, gennaker, or non-spinnaker classes. As with the Pacific Cup, gear like autopilots, windvanes, and electric winches will be permitted.

Lamson originally argued for an engine allowance also, but this was too blasphemous for the TransPac Board. Besides, while the wind on the way to Mexico can be light and fluky, it's usually consistent and reasonably strong on the way to Hawaii.

In recent years, the TransPac has adopted a staggered start in order to have the majority of fleet finish at approximately the same time. This summer, the small racing boats will start on July 2, the big boats on July 4, the multihulls on July 5. Accordingly, the tentative start for the cruising division will be June 27.

Each entry will have a reception committee ready with a little party when they arrive on TransPac Row, and there'll be four days of official parties from July 16 through July 19. As for the spirit of the Cruising Division, Lamson invites everyone to "sail with your buddies, friends, and family across the blue Pacific, enjoying the camaraderie, the daily radio conversations, and weather and position reports."

We at *Latitude* applaud Lamson's efforts and the TransPac Board's acceptance of a cruising division, and we've offered to help with the trophies. We believe the TransPac will benefit greatly from a this potential infusion of new blood. There's no reason that racers, multihullers, and cruisers can't complement each other by sailing together. And with the Pacific Cup having gone for two years at full capacity, cruisers need an additional event to the Islands.

If you're at all interested in participating in the West Coast's oldest race, give Hugh Lamson a call at (310) 433-2854, or write him at 5920 Naples Plaza, Long Beach, CA 90803. Whatever arrangements you make, be sure to thank him for allowing non-affluent, non-hardcore racers a chance to once again be part of this legendary race.

fleet week 1996

As it has for 77 years now, the Navy celebrates its own birthday (October 13) by returning in force to San Francisco Bay for four days of pomp and circumstance known as Fleet Week. This year's celebration runs from October 10 through 14.

Intimate ties between the USN and the City of San Francisco harken back to 1908 when Teddy Roosevelt's Great White Fleet steamed in. To many, this historic visit marked the 'rebirth' of the City that had been devastated by the great earthquake only two years before. The first 'official' Fleet Week occurred in 1919 when the Pacific Battleship Fleet paraded under the Gate.

Perhaps the most infamous incident related to Fleet Week occurred after the 1923 celebration as Destroyer Squadron 11 was heading home from San Francisco to San Diego. In the days before radar (and decades before GPS), the lead 'can' made a wrong turn in fog and drove ashore at Honda — a few miles north of Point Arguello — at 20 knots. Under orders to follow the leader, 6 more of the 14 destroyers in the squadron also smashed into the beach. Twenty-three of the 800 crew on the seven ships died in the incident, which remains the worst peacetime Navy disaster in history.

Fortunately, the history of more modern Fleet Weeks has been one of celebration, community outreach and thrilling entertainment for the thousands of people on hundreds of pleasure boats who line the 'corridor' every October. In that latter category, highlights of this year's Fleet Week will once again be the parade of ships on Saturday, followed by the amazing aerial hijinks of the Blue Angels. During the parade, the 1996 flagship, the carrier USS

continued outside column of next sightings page

SIGHTINGS

fleet week — cont'd

Constellation, will launch and land jets — in the Bay!

Here's a brief rundown of the complete schedule:

Friday, October 12 — Reception for the Blue Angels at the Alameda Naval Air Station Officer's Club (6-9 p.m.) will be open to the public. Plan to grab that errant son of yours by his baggy pants and haul him over to see what he can make of himself if he shapes up. Advance tickets (\$25) are required. Call Captain Tom Spink at (408) 732-4307 for more information.

Youth Excellence in Education Day (YEED) celebrates excellence in education with students from more than 40 Bay Area schools. From 10:30 a.m. to 2:30 p.m., YEED will focus on science and technology, with an emphasis on the marine environment. Highlights of the day will include a performance of the Blue Angels and other civilian aerobatic acts during their practice shows, as well as dockside activities, musical entertainment and free food and drink — for kids only, so you bowmen out there will have to buy your raw meat like other mortals. Awards will also be given to grade 3 to 5 students who excel in poetry, prose and art competitions held earlier.

Saturday, October 12 — Parade of 11 Navy, Coast Guard and foreign navy ships runs begins at 11 and runs until 12:30. A special highlight will be the launch/retrieval of jets by the *Constellation* when it's off the Muni Pier.

The overhead entertainment starts at 12:30 with a civilian aerobatic show followed by the Blue Angels. At Pier 39, there will be family-oriented activities following the air show, including concerts by the Navy Band and evening fireworks set to music. If you're still ambulatory by then, head on over to Pier 45 for the 'Bash By the Bay', where the music continues until midnight.

Sunday, October 13 — If you can drag yourself out of bed in time, grab the aforementioned kidnick and head on over to Alameda and/or San Francis-

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lesson in civics

who've been out of high school a while (or who smoked dope through their U.S. history classes), the Fourth Amendment — you know, from the Bill of Rights — protects against unwarranted searches. Here's the exact text:

The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue, but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched and the person or things to be seized.

Just how seriously do courts take this right? Sometimes to dizzying heights. For example, a state appeals court in New York recently ruled that a high school in New York had been *wrong* to suspend a 15-year-old who had been found carrying a *loaded gun* in school. Why? Because the school had violated the student's Fourth Amendment right with an illegal search.

"No matter how serious the public safety concerns," said the court, "the boy's consti-



The three-stacker battleship 'USS Iowa' projects the power and majesty of Teddy Roosevelt's Great White fleet, which inaugurated Fleet Week in 1908.

— cont'd

tutional protection against illegal searches are paramount."

We hope you believe, as we do, that the safety of children in school is sure as hell one instance where the Fourth Amendment isn't paramount. And there are others — searches before boarding airplanes, for example. That a New York court would deign to put such 'constitutional protection' above the safety of children shows, however aberrantly, how highly such rights are revered in this country.

Switch to the West Coast, where a law-abiding citizen is enjoying a pleasant afternoon sail aboard his 27-foot boat. Interrupting his reverie, a Coast Guard tender pulls alongside and the officer in charge informs the boater that an armed boarding party will come aboard and search his vessel — whether he likes it or not. Sound familiar? As we've all been told time after time, the Coast Guard has the legal right to do this, because as a mariner, your Fourth Amendment rights aren't worth a damn.

How does it make you feel that a jackass kid who endangered the lives of scores of children at school enjoys Fourth Amendment rights, but you, *just because you're a mariner*, enjoy no such rights? Yeah, we think it sucks, too!

meeting with the man

With all the flak they've been taking lately, it's easy to imagine the Coast Guard doesn't care much about their public image. It may surprise you to know that they do care — a great deal.

About a month ago we called Coast Guard headquarters in Washington, D.C. After expressing our general admiration for the Coasties, we voiced our concern that their boarding policies are a grave violation of Fourth Amendment rights. (See *previous item*.) We also broke the not-so-surprising news that the boardings are destroying the Coast Guard's reputation and undermining its authority. None of these are good things.

Rather than blow us off, the image-conscious Coast Guard has been listening and responding. They tell us that they — in Washington, D.C., in Alameda, and elsewhere — have been following the letters of complaint that have appeared in *Latitude*. And that they're concerned. And when we've asked for statistics about causes of accidents and such — which don't necessarily seem to support their current policies — they've been excellent about providing them.

But when it came to what we really

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fleet week — cont'd

co. Most, if not all, of the ships in the parade will hold open houses, and you haven't really lived until you've seen an aircraft carrier up close and personal. Exact locations of the ships had not been finalized at presstime, but should be available in the mainstream press or at the information number below as Fleet Week draws near. The Blue Angels will also do another show on Sunday.

Monday, October 14 — Yeah, most of us will be back at work on Monday, but if you just can't decide what to do for dinner, consider heading on over to the California Culinary Arts Academy in San Francisco for the Great Navy Cookoff. You can sample fare cooked up by some of the best Mess Specialists in the Navy at this get-together, and see if you agree with the panel of judges (composed of Navy Admirals and renowned chefs) when the awards for the best recipes are given out.

All Days — The Host-A-Sailor program allows interested businesses and organizations to donate items for Fleet Week hospitality kits that will be given to visiting sailors at various Fleet Week functions. These include ballgames, lunches, tours and so on.

Spectating for the on-the-water and in-the-air portions of Fleet Week is as easy as packing a lunch and going anywhere with a view of the main Bay. Of course, it's best by boat. Just join the pilgrimage out to the main Bay early Saturday, and be aware that the Coast Guard needs to maintain a yacht-free corridor where the Navy ships will pass and the 'Angels will fly. So don't get all bent out of shape as they do their border-collie-herding-sheep routine on the spectator boats. Shoreside, the best spectating will be from the usual City locations: Pier 39, Pier 45, Fisherman's Wharf, the Muni Pier, Marina Green and Aquatic Park.

For more information on any of this, call the Fleet Week Hotline at (415) 864-NAVY.

lee helm's top 25 web sites

In business and real estate, it's location, location, location. In publishing, it's space, space, space. Not unusually, we started rapidly running out of that latter commodity in the 11th hour of this issue. As a result, a sidebar on Lee Helm's favorite web sites just couldn't be shoehorned into Max Ebb's article this month.

However, since it seemed like a pertinent and timely subject (and mostly because we wouldn't want Lee getting on our case like she does Max), we are including it here. Hey, at least it's in the same issue.

1. <http://sfbay7.wr.usgs.gov/~jonathan/wind.html>

The wind field for San Francisco Bay Area in 'near real-time'. Amazingly accurate compared to the weather forecast.

2. http://lumahai.soest.hawaii.edu/Hawaiian_Weather/avn/surface_pac.gif
Eastern Pacific Surface Analysis — a composite view of isobars, wind field, and satellite imagery

3. <http://gpu.srv.ualberta.ca/~sjones/index.html>

The most comprehensive collection of nautical links on the net. Start here to find almost everything else in sailing cyberspace.

4. <http://community.bellcore.com/mbr/sailing-page.html>

Another good 'list of lists'. Good links to tallships and maritime museums

5. <http://www.gosailing.com/>

More links, with recent America's Cup news

6. <http://www.sailing.org/>

The IYRU website

7. <http://www.well.com/user/pk/ACtmFP.html>

The America's Cup (tm) Free Press. Alternative reporting from behind the scenes

8. <http://www.winterlan.net/vmi/yra/default.htm>

The YRA home page

9. <http://www.sfbaysss.org/>

The Singlehanded Sailing Society

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SIGHTINGS

lee's websites

10. <http://www.well.com/user/pk/YRAphrf.html>
PHRF numbers online, for Northern California and New England
11. <http://cgi1.netscape.com/people/fic/calendar/proto.cgi/calendar>
User-maintained race schedule for San Francisco Bay
12. <http://www.mech.kth.se/~jens/tramp/>
The 'Trampofoil'. The strangest marine vehicle on the net — and it's human-powered
13. <http://www.earlham.edu/suber/knotlink.htm>
Knots on the web
14. <http://www.naucen.uscg.mil/lnm/lnm.htm>
Local Notice to Mariners
15. http://wchat.on.ca:80/public/ghayward/match_racing_online/
Match Racing Rules, including umpire's workshop
16. <http://sfbay7.wr.usgs.gov/~jonathan/CPA/CPAnetscape11/PC/RTF.html>
Current flow through the Golden Gate - calibrate your tide book
17. <http://tidalpage.com>
The world class crew list. Costs \$50 a year to be listed, but you can look at it for free.
18. <http://www.rushmans.com/seahorse/>
Seahorse magazine online
19. <http://media1.hypernet.com/WoodenBoat/WoodenBoat.html>
WoodenBoat magazine
20. <http://www.48north.com/>
48 North - that magazine with the un-original name
21. <http://www.aquatica.com/Aquatica/A/Wind/Windsurfing.html>
Windsurfing links
22. <http://www50.dt.navy.mil>
The Hydromechanics Directorate - for propeller-heads only.
23. <http://www.bigband.com:80/regatta/>
Jacob Van Heeckeren's race scoring program
24. <http://www.rentecusa.com/gpssites.html>
Links to sites relating to GPS
25. <http://www.ced.berkeley.edu/~cris/kap/index.html>
Kite aerial photography - the local experts tell all

looking bad

This is an issue filled with 'looking good' boats, so we thought we'd throw you a curve ball. In our travels around the Bay, we see lots of derelict boats, but this is one of the top-10 worst we've ever come across, at least that's still floating. As you'll note, it's a Cal 20 with as much growing out of the top of it as out of the bottom. The mast is in halves, lines are strewn about and two different kinds of mold (well, at least two different colors) are flourishing on deck. While we were in the vicinity, a seagull snagged some mussels from a nearby slip, dropped them from on high to the marina pavement, then flew over to the Cal's scarred deck to enjoy the meal. Many other bleached mussel shells bore evidence of similar meals.

Not so obvious in this photo are the missing CF numbers, a 1985 registration sticker and the fact that this is one of a group of lien boats being held by a Bay Area marina for overdue slip rents. It doesn't really matter which one, as there are similar derelicts in all marinas.

Every time we see something like this, we can't help but wonder how a boat goes from looking good to . . . this. How can anyone let a boat get so far gone? Why don't owners sell boats they're not going to use — before they get unsellable?

Although we didn't go aboard, from the outside the 20 looked structurally sound. Unlike most neglected wooden craft, it could probably be brought back to sailable condition with a major scrubdown, bottom job and new rig.

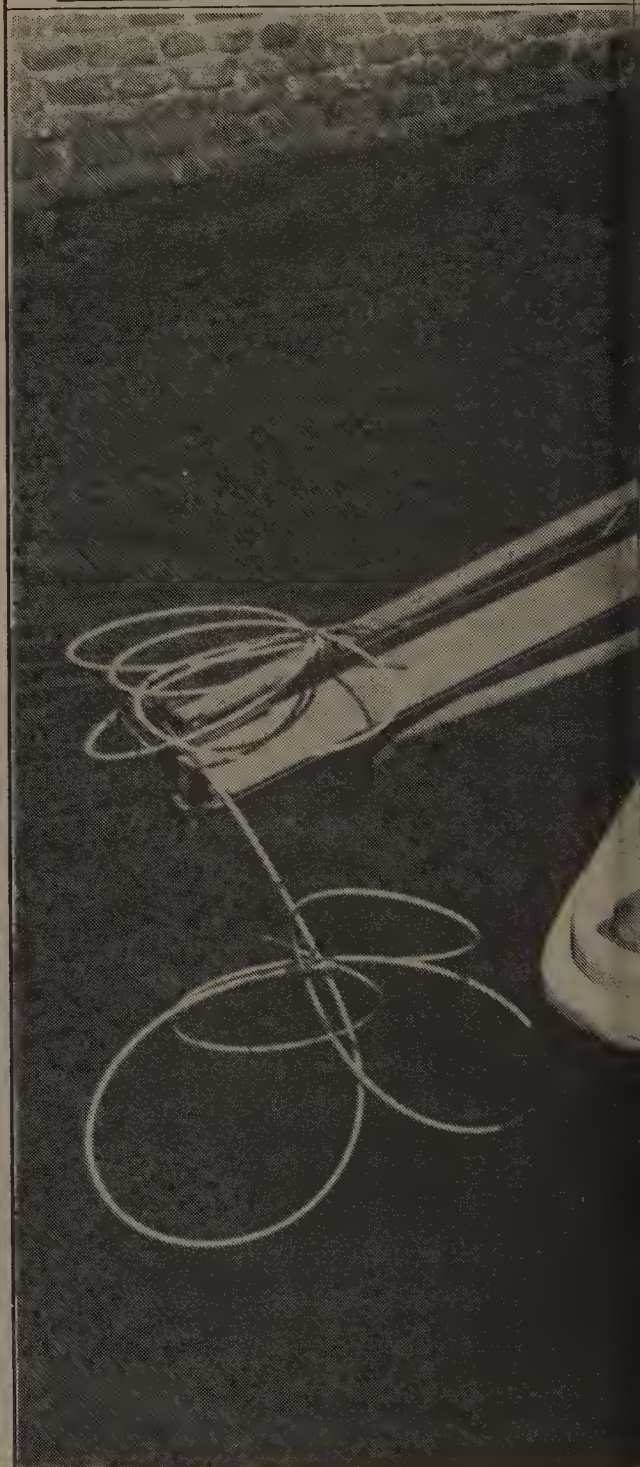
Perhaps a more likely scenario: it will eventually go up for auction at a lien sale, there will be no buyers, and it will join scores of other derelicts that get chainsawed into oblivion every year.

the man

wanted, they were slightly less accommodating, at least initially. We asked to speak personally with with Admiral Robert E. Kramek, Commandant of the entire Coast Guard — *numero uno*, if you will. That, they said, could not be arranged. At least not yet. But would we be interested in interviewing Capt. Robert Gravino, who is Chief of Coast Guard Operations for the Pacific — and who oversees and has authority over all boarding situations.

Well, yes, thank you. We would.

Our plan is to have Capt. Gravino brief us fully on the Coast Guard's legal authority to conduct such searches, the different types of



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searches they conduct, the reason — or lack thereof — for armed boardings, whether such boardings are effective in stopping smuggling and accidents, and so forth. We hope to be able to impress Capt. Gravino with the shortsightedness of this policy — and perhaps get him to give us a crack at Admiral Kramek.

With the letters of support you've sent to far, we'd like to think we can get Coast Guard policy changed for the better — better for the reputation and authority of the Coast Guard, and better for the rights of all citizens.

short sightings

OAKLAND — It's not often you can 'walk through time', but that's the opportunity in the offing at the Oakland Museum of California from October 5 through January 5.

The exhibition, called *A Walk Along the Water: Oakland's Dynamic Waterfront*, takes visitors on a self-guided journey through this vibrant, vital arm of San Francisco Bay. Facets include a 'hike' along a 95-ft map of the Oakland/Alameda waterfronts, a historic look at Alameda before it was an island (it was originally a peninsula), and a 1948 Olympic gold medal won by the Berkeley rowing team, which trained on the Estuary.

SANTA ROSA — August Angelo Vichi wasn't arrested for having abs of steel. He was taken into custody last month for stealing abs. To be specific, Vichi was head of a poaching ring that illegally harvested and sold more than 20 tons of abalone. It was the biggest such operation in state history. Vichi, 38, was given the maximum three-year sentence for his part in the crime.





KKMI KH

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - N

"Ladies and gentlemen, may I have your attention: ELVIS & THE MAXIS HAVE LEFT THE BOAT YARD."

There may be some debate as to who's the 'King' of Rock and Roll, but in the sailing world there is no dispute, the Maxis rule. These racing sailboats range from 78' to 82' in length. Their masts tower over 110' in the sky and they have keels which project nearly two stories beneath the water. Built for speed and not comfort, the Maxis came to race in the Big Boat Series this year and nearly the entire fleet hauled out at Keefe Kaplan Maritime, Inc. (KKMI).

Certainly if there was ever a contest for the largest collection of 'Big Boats' out of the water at one place at one time, KKMI would have been the winner. Northern California's newest and largest boat yard, KKMI, was 'invaded' by the world's most prestigious Maxi racers. On the hard were 82' *Sagamore*, 80' *Boomerang*, 78' *Sayonara* and 78' *Falcon 2000*. In addition to the Maxis some of the other race boats included 49' *Infinity*, 48' *Abracadabra* and 45' *Beau Geste*.

However, don't think that KKMI just works on racing sailboats, because at the same time a fantastic assortment of both power and sailboats between 30' and 45' were in the yard. Some of these



Not Just Racers Haul at KKMI

boats were under contract to be sold and out for survey. Others were getting prepared to go cruising south to Mexico and beyond after the summer, and many boats were there being worked on by their owners. In addition, several other large boats in the yard included a 105' custom sailing yacht whose new bow thruster was being installed. An 85' schooner was there being inspected for charter certification and a classic 80' motor yacht was going through an extensive refit. A 65' Stephens motor yacht and a 65' Swan sailing yacht were both having routine maintenance work performed. All

in all it was a very impressive collection of boats, particularly considering this wasn't the busiest time of the year for the yard!

With a forest of masts easily visible from Highway 580 and the racing community talking about the impressive display of Maxis at KKMI, a great many visitors came to the yard. The Maxis look almost prehistoric out of the water and comments such as "absolutely amazing", "incredible" and "oh my God" were often heard. It wasn't until a visitor said to Ken Keefe and Paul Kaplan, "It's incredible what you guys have done in such a short period of time. You should have a party," that it dawned on them that what had occurred was in fact very special. The next thing Paul knew Ken said, "Paul, I've got a hundred things to do - you take care of the party".

With less than a week to get things organized KKMI faxed out invitations to their friends, customers and neighbors to enjoy an evening of food, beverages and "bottom gazing" as they called it. What the invitation failed to mention was the evening would also be filled with fun and camaraderie and be attended by some of the biggest 'stars', both nautical and theatrical. The party was attended by the 'who's who' of the boating community including artist Jim DeWitt and America's Cup skipper Paul Cayard. From customers to professional



The Material Girl Struts Her Stuff

sailors; from marine surveyors, sail makers, insurers, their friends and families; all were in attendance. In addition to the nautical celebrities the party was also attended by none other than Jim Carrey and Madonna. Carrey joked with the audi-

ence and Madonna sang a few songs but it wasn't until she climbed up on the deck of *Sagamore* and started dancing that the party really started to swing.



The 'King' Rocks at KKMI

Without a doubt the highlight of the evening was when the 'King' appeared out of nowhere. While most of us have heard the rumors of Elvis being alive and well, this night not only was the King alive and well but he rocked the yard at KKMI. The balmy evening had everyone dancing in the yard with Elvis leading the way under the bows of the other 'Kings'. What a fun evening!

"We can't believe it ourselves," were the words Paul Kaplan said when asked about the invasion of the Maxis at KKMI. "Ken and I have spent our whole lives in the marine business and the pros who run these boats want to deal with a yard they can count on, both in terms of quality of workmanship and price. Contrary to popular belief, the skippers who run these boats are interested in saving money too. They also know good quality work and what is a fair price to pay for our service. We are very flattered to have so many of the pros choose KKMI."

"What is most interesting are the number of 'normal' boats in the yard as well. Our yard thrives on providing the best quality work at the best price. And it doesn't matter if you own a Maxi or mini, the same standards apply at KKMI," Kaplan said.

Paul ended the evening by acknowledging that all of the boats would not have been in the yard if it were not for the fabulous job done by the entire crew at KKMI. Paul's only worry now is whether or not Elvis will reappear at the second annual 'KKMI - Rockin' the Bay Since... May' Yard Party. We will all just have to wait and see.

RONICLE

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CONSTRUCTION - SWAN FACTORY SERVICE - MARINA - TAXIDERM

Swan Celebrates 30 Years, KKMI Named Top U.S. Agent

Pietarsari, Finland

Nautor, the builder of Swan sailing yachts, is celebrating its 30th year in business this year. In commemoration of this event Nautor has invited every Swan agent from around the world to meet in the small town of Pietarsari, which is in just south of the North Pole! At this meeting not only will plans be unveiled for the coming year but awards will be given to their top agents. For the second year in a row, KKMI will be recognized as top U.S. agent. Having already made four trips to Finland this year, Ken Keefe will not be in attendance and in his place Paul Kaplan and Andrew Pitcairn will be representing KKMI.

In discussing KKMI's success with Nautor, Ken Keefe said, "No doubt one of the reasons for our success has been our close working relationship with Nautor. Over the past few years we have built more boats with Nautor than any other U.S. agent and this has allowed us to gain insights that others may not have. In one 10-day period we delivered three new Swans to clients, which was incredible! In addition to our experience we know how to put together the right kind of deal for our clients. Whether it be trading their boat in or our ability to offer our customers additional value because we operate the Swan Service Center, all have allowed us to be the most competitively priced agent in the U.S."

The New Swans For 1997

Swan 57 RS

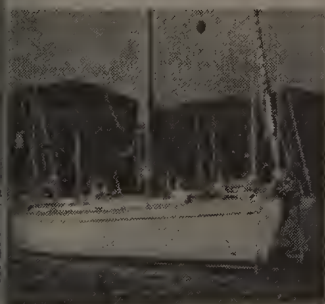
Offering the ultimate in performance and comfort, this raised saloon yacht is available in a variety of interior arrangements including a 4 stateroom layout. Featuring a full sized engine room, generous tankage, voluminous storage and impeccable engineering throughout. If you are serious about cruising you must see the new Swan 57.

Swan 100+

Destined to become one of the most talked about boats Nautor has ever produced, the new 100+ will turn heads in every harbor she sails into. Designed by German Frers, the new Swan flagship incorporates the latest in design work from racers such as *Boomerang* with Nautor's proven record for building a yacht that is sumptuous yet incredibly strong.

Swan 56

Featuring an exceptionally easily driven hull, the new 56 is equally at home on the race course and at anchor on some remote atoll. Let the Nautor design team create the ultimate yacht of your dreams, available in various interior arrangements and keel configurations. Hull #1 is already sold and will be under construction shortly. Call us today for details.



SWAN 651 *Livia* (1985)

Livia is the perfect cruising yacht featuring a shallow draft, bulb keel, custom Reckman roller furling mast, hydraulic genoa furling and Lewmar commander system. All of which make the vessel exceptionally easy to sail short-handed. The equipment list is extensive and features ship-grade gear. Impeccably maintained by her meticulous captain, she is now available on the West Coast. Call us today for details.



sistership

SWAN 46 *Hi Ho Silver* (1988)

This tri-cabin version is the second Swan 46 built for her owner. She has a particularly light interior with specially selected pale teak and lots of deck prisms. She's been lightly used and professionally maintained. Currently lying in Mallorca, she is just waiting for a new owner to take a downwind slide to the Caribbean for the winter, before bringing her home to SF in time for next season. Call today before the Mediterranean weather changes!



SWAN 55 *Swan Fun* (1972)

Without a doubt the finest example of a beautifully restored early vintage Swan. Every major piece of equipment has been either renovated or replaced. From her new diesel engine to the 'state of the art' electronics, this is absolutely the largest high quality yacht you can buy for the money. Priced at a fraction of her replacement cost, at \$295,000, she's a steal.

HERB CRANE



Thursday's Thru-hulls

POLITICS du jour: Several years ago someone came up with the idea of a luxury tax on boats. The entire marine industry predicted how such a tax would cripple if not decimate the domestic boat builders... and indeed they were correct. The tax succeeded in putting almost every American boat builder out of business and only a very few, the tenacious and the best, survived. Eventually the tax was repealed, however, the damage had already been done, and today only a hand full of builders are left in the U.S.... After this experience one might think Washington had learned their lesson. No such luck... Over two years ago another misguided soul came up with the idea of a 25¢ per gallon diesel fuel tax. Once again operating under the 'fat cat boat owner' philosophy, the diesel fuel tax accomplished very little except to hurt the consumer and the fuel dock operators. Fortunately this tax has now been repealed. The fuel dock at Gashouse Cove Marina in San Francisco is now able to offer the lowest prices on the Bay for gas and diesel thanks to this tax being abolished. The question is, do you think the politicians have learned anything and will leave the boating public alone?... Don't bet on it!

★ ★ ★

SCOOPLET du jour: One of the few boat builders to survive the impact of the luxury tax is Sabre Yachts, considered one of finest builders in the U.S. They're located in South Casco, Maine, making 'crafted in the Maine tradition' more than a slogan. Over the years Sabre has established a solid reputation for building sturdy, expertly crafted, high performance yachts ideally suited for the rigorous conditions on San Francisco Bay. Equally at home club racing or long distance cruising, the entire Sabre line offers exceptional quality at down-to-Earth prices. The big news is Sabre has appointed City Yachts as their exclusive agent. On order for fall delivery are a new Jim Taylor designed Sabre 402 sailboat and a Sabreline 36 Express motor yacht. Sabre has always concentrated on quality and have developed a full line of both sailing and motor yachts. Their sailboats include a 36, 38, 40, 42 and a new 44 on the way. Their power boats include a 34, 36, 43 and 47. If you have been thinking about a new boat, power or sail, you owe it to yourself to call the folks at City Yachts.

★ ★ ★

POOPLET du jour: At the former Sanford Wood boat yard there was a \$50 per day fee if you brought your dog into the yard. Now we understand why... it seems Zak 'The Wonder Dog' could not contain his 'enthusiasm' when Madonna made a special appearance at KKMI's Boat Yard Party. The moment 'The Material Girl' started singing *Vogue*, Zak went to center stage and expressed himself... For once it made sense to wear high heel shoes in a boat yard.

BIG BOATS '96:

The 1996 Big Boat Series, the biggest in its 33-year history and arguably the best, featured high drama, intense encounters and costly breakdowns — and that was before the first starting gun even went off on September 19th. Treated to California weather at its apex, the 91-boat fleet transported well over 1,000 sailors during four days of aquatic engagement that certainly rivalled if not exceeded any racing event previously held on the Bay. From the stately elegance of multimillion dollar maxi yachts like Larry Ellison's *Frers 78 Sayonara* and Donald Smith's *N/M 78 Falcon 2000* to the scrapping one design fleets such as the *One Design 48s* and *Mumm 36s*, this year's Big Boat Series earned its name.

Outstanding individual performances, led by Ellison's clean sweep of the maxi fleet and a come-from-behind victory by the DeVos brothers in the *One Design 48* class, highlighted the racing. Other impressive displays include Hong Kong's Karl Kwok, who overpowered the *IMS Grand Prix* class in his chartered *Corel 45 Beau Geste*. Similarly, Tom Roche's *Mumm 36 Jameson* sailed away from these one design thoroughbreds as they prepped for their upcoming world championships on the Bay the first week of October.

One design, or level racing such as the *ULDB 70s* enjoy, continues to emerge as the shape of the future for competitive sailing. Six of the 11 divisions dispensed with handicapping, which was once a staple of the Big Boat Series.

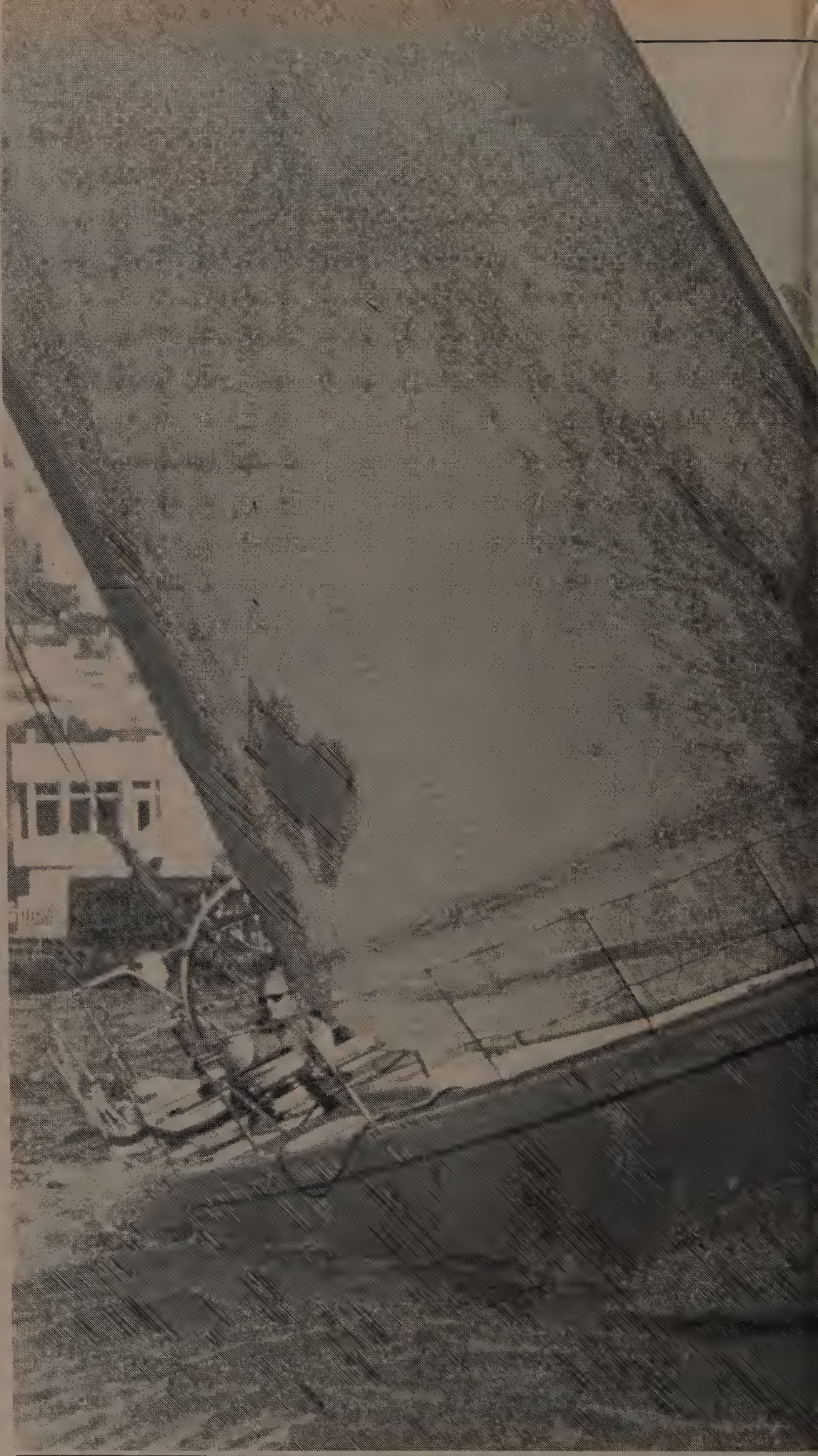
For spectators, and there were several hundred lining the City Front and packing the observation decks at the St. Francis, equal boats eliminated questions about who was leading whom. The sailors, too, appreciated the fact that their skills were being truly tested instead of the talents of the designers, builders — or the size of the owner's bank account. They also liked the fact that they could head for the bar with a fair assessment of their day's performance. As *One Design 48* skipper John Koliut put it, "Once you finish, you're done with the race."

Considering that it was only seven years ago that this vibrant annual fall classic was widely viewed as moribund, the turnaround in fortunes for the Big Boat Series warms the hearts of many members of the host St. Francis Yacht Club. None is more pleased than Steve Taft, co-chairman of this year's series along with Tony Chargin. Taft is one of the people who brought the regatta back after its near demise in the late 1980s, and he held himself to a maxim he remembers from his friend and partner, the late Tom Blackaller. Instead of running the series the way it had been run, stretched out over a whole week with alternating race and lay days, and filled with courses that were

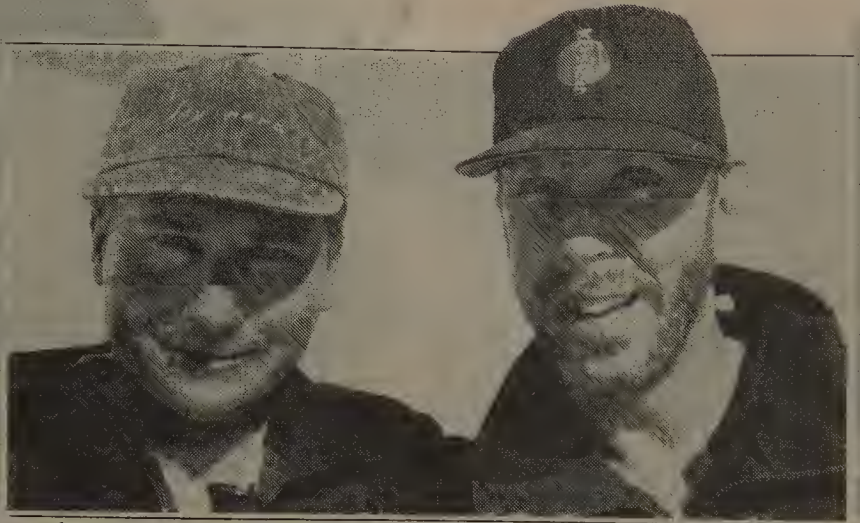
frequently parades to the four corners of the Bay, Taft figured it was time to listen to the needs and desires of the sailors. "Tom used to say that if the man wanted a blue suit, then turn on the blue light," Taft recalls.

As a result, the svelte 'new' Big Boat

Series takes up half the time of the old version, while packing in more races. These consisted mainly of windward-leeward configurations that currently enjoy great popularity. The series has also been custom-tailored to meet the needs of some



LAWYERS, GUNS AND \$\$



Above: Chris Dickson (left) and Larry Ellison cleaned house in the maxi fleet with 'Sayonara'. Spread: 'Boomer' and 'Morning Glory'.



fleets, such as the ultralight sleds. A very active class, these 70-foot speedsters find it hard to justify asking their crews, most of whom are amateurs, to give up a whole week of vacation to go sailing, especially considering all the other regattas they

participate in during the year. As a result, the sleds raced only four times, two heats each on Saturday and Sunday. As one of the crewmembers jokingly commented to a sailor in another class, "We've just got a better union than you guys!"

Complying with the sailors' wishes only goes so far, however. This became particularly evident in the maxi class, which engaged in a pre-series clash that had a few hearts palpitating over the possible outcome. Briefly, the dispute arose over whether or not

BIG BOATS '96 —

the six entrants competing for the St. Francis Perpetual Trophy would abide by the guidelines of the International Class A Yacht Association (ICAYA). Those rules stipulate that the owner of the yacht must start the race and sail the first weather leg as well as 30 percent of the rest of the contest. ICAYA's heavy guns included owners George Coumantaros (*Boomerang*), Hasso Plattner (*Morning Glory*) and Don Smith (*Falcon 2000*). They had been trying to convince *Sayonara*'s Larry Ellison to join their club for the past several months to no avail. The ICAYA members felt it would be particularly unfair if they were playing by these rules while Ellison relied on America's Cup and Whitbread Round the World veteran Chris Dickson as his primary helmsman, as he did in Hawaii's Kenwood Cup.

With two days to go before the start of the Big Boat Series, the conflict escalated. According to Bill Kreysler, chairman of the



executive race committee for the St. Francis, the ICAYA members wanted a separate start for their members, which would have left *Sayonara* with only the badly outmatched Davidson 72 *Cassiopeia*, owned by Seattle's Charles Burnett, to race against. Kreysler and his fellow race committee members felt this plan lacked merit for three reasons: it

Above, 'Evolution's' Peter Isler and Brack Duker. Below, 'Falcon' and 'Sagamore' steaming toward Blossom Rock.

would set a bad precedent, it would complicate the logistics of an already complex regatta, and it really wasn't their place to get in the middle of an individual class's internal dispute.

Reason was not quite yet ready to prevail, however. ICAYA upped the ante by declaring that they were withdrawing from the Big Boat Series and would hold their own race series with their own race committee. A whole new set of concerns emerged, such as the fact that the St. Francis had the official okay from the Coast Guard to hold the Big Boat Series, but if the ICAYA boats, which were here at the invitation of the St. Francis, got in the way of commercial shipping, who would get the blame? Kreysler talked to Plattner, who said he would indeed notify the Coast Guard of their plans.



LAWYERS, GUNS AND MONEY



Kreysler maintains that the negotiations he had with the owners were, in fact, quite civil. "Everyone was gentlemanly," he says, "but they were also steadfast." The rumor mill among sailors and the media, however, was working overtime, with descriptions of drinks thrown in faces, slamming doors and other emotionally charged scenarios.

By Thursday morning, just hours before the first race of the series, the racing format

Both 'Taxi Dancer' (foreground) and 'Evolution' had rig problems in the windy series.

was still in doubt. ICAYA had hired a race committee, prepared race instructions and was ready to take to the water. Kreysler proposed a penalty for *Sayonara* to compensate for Dickson's extra time on the helm. Finally, Ellison called the St. Francis race deck, where Kreysler and Don Smith were talking, and said that he was, after consulting with his crew, ready to play according to the ICAYA rules. Kreysler speculates that the *Sayonara* gang may have become more amenable after they realized that they really might not get the chance to test themselves against the other top maxis.

A great sigh of relief echoed across Marina Green. While *Sayonara* waited for the tide to rise so she could unstick herself from the San Francisco harbor mud, the rest of the maxis (all of which except for *Falcon 2000* berthed in the deeper waters of South Beach Harbor) quickly reoriented themselves to the original rules and conditions. The big boats of the Big Boat Series could finally get underway.

St. Francis Perpetual Trophy

If Larry Ellison, CEO of Silicon Valley giant Oracle, had any doubts about his ability to maneuver *Sayonara* in the rough and tumble conditions of San Francisco Bay, he can pretty well put them to rest. After disappointments in last year's TransPac and Big Boat Series, the white-hulled maxi with the bold, black logo for Network Computers, Inc. plastered on her mainsail, has climbed to the top of the maxi-boat heap. Sporting a stiff carbon fiber mast and manned by a well-trained professional crew, *Sayonara* lived up to her namesake shortly after the start of each race.

In addition to Dickson, Ellison had tremendous help from local sailors like Olympic bronze medalist Jeff Madrigali and big boat veteran Mark Rudiger. He also credited boat managers Bill and Melinda Erkelens for their fine work in preparing the yacht, which in the last year has included adding some rating-friendly volume to the hull behind the keel, changing the bow

knuckle slightly and lightening the boat by removing the reefer, watermaker and other unnecessary fittings.

"*Sayonara* just dominated the rest of us," was the summary from Paul Cayard, who provided local knowledge for second-place finisher *Boomerang*. That boat struggled at the outset, but capitalized on her downwind speed and managed to pull away from Plattner's *Morning Glory*. The latter had a tick more upwind speed but had to pull out of the series when the top foot of her mast gave way in Saturday's windy second race. This was the same mast she broke (at a lower section) during Kenwood Cup and had sleeved back together for the Big Boat Series.

After collecting his second place trophy, George Coumantaros hardly looked downbeat. This was his third trip to the Big Boat Series, having won in 1984, and he characterized the racing against *Sayonara* as "exciting." When asked what he would have to do to catch up, he rolled his eyes and replied: "I'm afraid to think about it. Maybe a new keel?" Since the boat's debut earlier



'Corum Watches' moons the crowd after losing her main halyard.

this year, that would make the third keel for the yacht, not to mention two masts that had to be replaced from damage, three rudders and at least three booms. So when your significant other tells you the washing machine broke, just say thank goodness.

ALL PHOTOS LATITUDE EXCEPT AS NOTED

BIG BOAT SERIES '96 —

For the second major regatta in a row (Kenwood Cup being the first), *Falcon 2000* failed to make much of a dent in the standings. She did, however, win the hearts of more than a few spectators for her baby blue, metal-flake paint job. Owner Don Smith hates white sailboats — "they look like Clorox bottles!" — but he had to come up with a color that wouldn't absorb too much heat. The hulls on these babies are susceptible to delamination if they get too hot. Smith embarked on a crusade to try to find an alternative. He set up test modules in New Zealand with thermocouplers to measure a range of colors from white to dark blue. The metal flake blue turned out to get only ten percent hotter than white, which was within tolerances.

Smith then obtained samples from all the major sports car manufacturers until he found the perfect hue. He says you can find the same color on the new car lot, although



'Windquest's Doug DeVos and Kimo Worthington won the highly competitive 1D-48 class.

he won't say which model. The end result is a stunningly beautiful paint job that not only reflects light, but also portrays the boat's wake as it undulates past the topsides. The

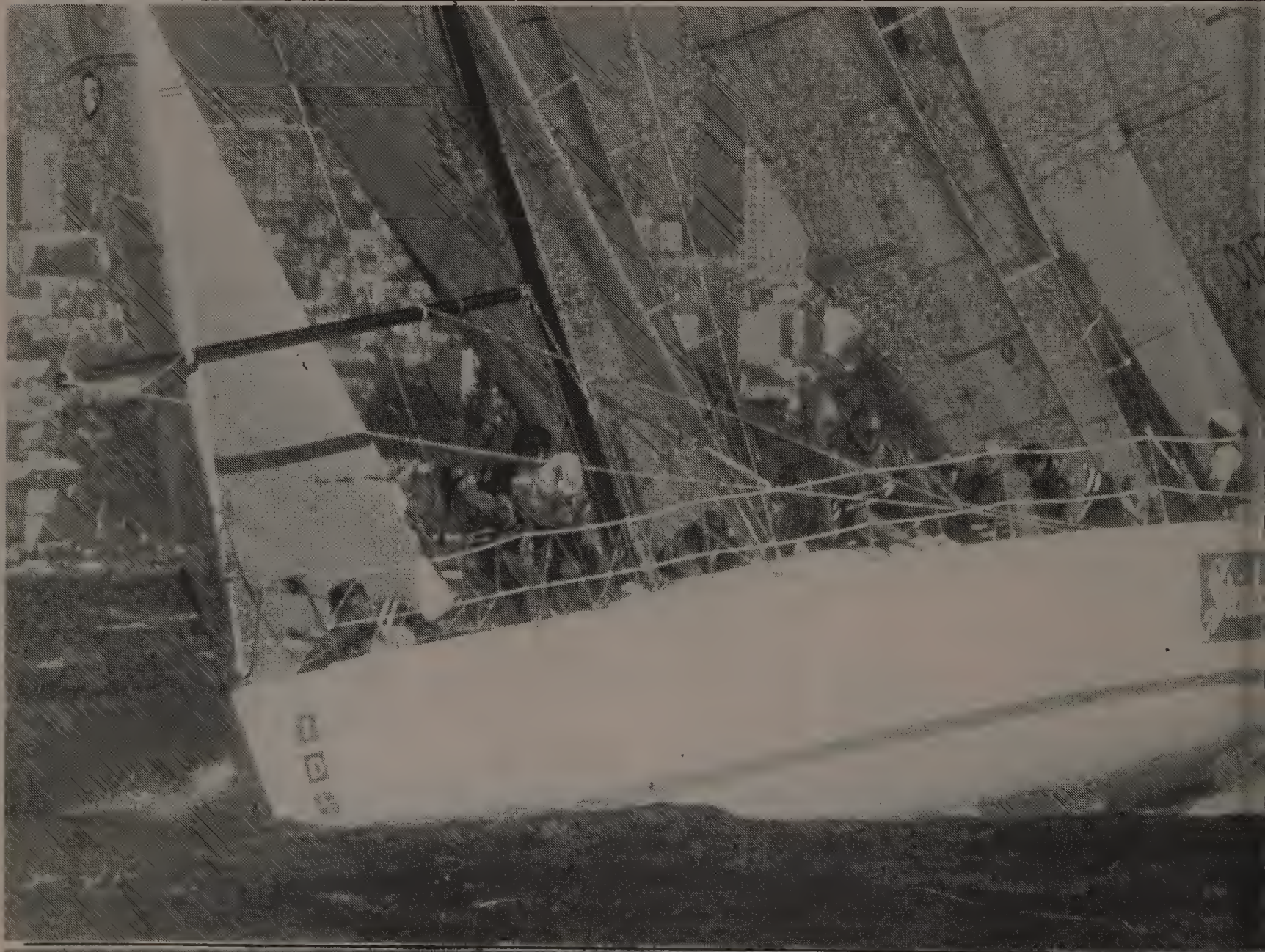
Offering a thrill a minute for spectators on and offshore, the One Design 48 class was this year's crowd favorite.

highly polished silver boom also plays visual tricks, creating a boat that in total transfixes the observer.

As for *Falcon 2000's* speed problems, Smith says they tried lowering the center of gravity, moving 2000 pounds out of the bilge to the bottom of the keel. That didn't do the trick in San Francisco, so now he's looking at changing the hull shape and the sail configuration, adjustments that will probably match or exceed the driveway price of that mysterious baby blue, metal-flaked automobile.

City of SF Perpetual Trophy

Five ultralight sleds convened for their four-race series, which was dominated by *Evolution*, Brack Duker's SC 70. *Evo* also nailed a first for the sled's inshore season at



LAWYERS, GUNS AND MONEY

the same time, capitalizing on her superior upwind speed. Expert tactical advice came from America's Cup veteran Peter Isler and 'loco knowledge' guru Scott Easom. Easom notes that the crew came out strong on the first day after hearing their rivals on *Taxi Dancer* predict that they'd kick *Evolution's* butt. "It was like a football team that hears the opposition pop off before the game," Scott said. "We got proud." They repeated the bullet in the third heat and then noticed that the rivets holding the internal stiffener at deck level had all popped out and the mast was starting to compress at deck level. After doing the math, they realized they had to at least finish the race, so they hoisted the number four jib and babied the boat around the course to edge out Peter Tong's *Orient Express*.

O.E. suffered considerable carnage in Saturday's windfest that saw puffs up to 30 knots. They busted the main halyard twice



'Falcon 2000', 'Boomerang' and 'Morning Glory' helped put the 'big' back in Big Boat Series.

and lost some of the internal mast support systems, forcing them to finish one race without a mainsail up. A crash repair program that night got the boat back on the starting line for an impressive 2,1 finish on Sunday. Other sleds — notably *Taxi Dancer* — experienced mast problems as well, which Tong notes may disappear as more boats install the recently allowed carbon fiber spars. He also hopes the stronger, more forgiving masts will make it easier for newcomers, especially charterers, to sail the boats and get involved with the class.

Atlantic Perpetual Trophy

Aside from the maxi's, the biggest splash at this year's series was created by the fleet of eight One Design 48s. The brainchild of former Bay Area sailing star John Bertrand and the DeVos family of Michigan (the folks who bring you Amway and the Orlando Magic basketball team), these evenly matched Grand Prix sloops, designed by Reichel/Pugh, looped the Bay in a tightly knit bunch, providing both the sailors and spectators with adrenalin-pounding excitement. Thanks to the DeVoses, they also had a full-on promotion team here to help fan the flames, including photographers, writers and a small army of shoreside personnel. It won't be for lack of financial support if this class doesn't catch on.

The 48s trace some of their roots to the late IOR 50 class, which flourished in the early 1990s but then collapsed under the relentless financial pressure to upgrade and optimize. Many of the current owners of 48s, including Doug DeVos of *Windquest*, Eugene Mondry in *Leading Edge* and Jim Andrews in *Abracadabra*, also owned 50s. Bertrand, who's been associated with the DeVoses for

the past decade, fostered the idea of retaining the one design element of the 50s but at a more reasonable cost. "We've provided the owners with some guarantees," he says, "like the cost to get into the program, the cost to campaign the boat and

a schedule for the year so everyone knows where everyone else will be."

The Big Boat Series was the last stop on the 48s inaugural tour, which also touched down this year in Florida, New England and Chicago. Four boats have actually been sold (at a starting line price tag of about \$720,000) and the other four at the Big Boat Series were either on long or short term charter. Among the latter were Dawn Riley, *America's* team captain who's heading up the San Francisco YC's America's Cup challenge for 2000; Bob Garvie of Incline Village, who brought on an all women crew headed by another 'Cubette', JJ Isler of San Diego; and San Francisco's Bill Twist, a former Big Boat Series winner in *Blade Runner* who's been absent for sailboat racing for a while. "I kind of jumped back in with both feet," said Twist, who acquitted himself well with a fourth place overall finish on *Replicant*. Riley, who pulled the headstay out of the mast while practicing the day before the first race, and Isler both showed flashes of brilliance, but couldn't climb the learning curve fast enough to make an impact on the fleet.

Abracadabra, helmed by Olympic silver medalist John Koliou, set the early pace with a 2,1,1 score. They stumbled in the last two heats, however, and let Doug DeVos, aided by *America's* coach Kimo Worthington, grab the lead. The final heat should have been a showdown between the two, but a late leeward mark setting by the race committee led to the race's nullification and *Windquest* won the series. *Abracadabra*, however, coped the season title, edging out *Corum Watches* and *Windquest* by a bare three-quarters of a point.

Keefe-Kilborn Perpetual Trophy

Cast as the IMS "Grand Prix" division, this group showcased the latest in high tech yacht design with all its highs and lows. Even

BIG BOAT SERIES '96



though sailed extremely well, the fleet, which ranged in size from 36 to 50 feet, quickly dispersed after each start, leaving the sloops sailing more or less in isolation with all eyes glued to the stopwatch.

Credentials in the class couldn't have been better. Returning after winning last year's Big Boat Series was Helmut Jahn's *Flash Gordon 2* from Chicago. Also attending was the top overall boat at this year's Kenwood Cup, John Thomson, Jr.'s *Infinity* from New York. It came as a bit of a surprise, then, that the class was completely dominated by the Corel 45 *Beau Geste*, the brand new Farr design which posted five aces along with a second and third to run away from the pack.

Under charter to Hong Kong's Karl Kwok, *Beau Geste* was sailed for the first time a day before the series started. Optimized for its IMS rating, the sloop had a slightly shorter spinnaker pole and smaller kites than the standard IMS package. She also sported an extremely simple rig, with long, swept back spreaders, no runners and no jib bigger than 106 percent of the foretriangle. The resulting ease of handling and weight saving (fewer and smaller winches) were a perfect solution to the windy conditions on the Bay. Aided by luminaries like tactician Steve Erickson, designer's rep Geoff Stagg and builder Barry Carroll, *Beau Geste* was untouchable. Kwok, who sails an ILC 40 of the same name in Hong Kong, was extremely pleased about his first visit to the Big Boat Series, as were Stagg and Carroll, who hope to build the Corel 45 into a one design class of its own.

Thomson said he wasn't all that surprised about *Beau Geste*, having sailed against one of her sisterships on the East Coast earlier this year. He also expressed great pleasure in having another chance to sail on the Bay, where he's competed in three Big Boat Series, the last in 1988. "I only wish more East Coast sailors would come," he says. "It's a long way to travel for a four-day regatta. We need some more competitive races out here to draw boats."

'Swiftsure II' proved quick in her first encounter with her peers. Inset, driver Chris Corlett, owner Sy Kleinman and tactician Norman Davant.

Distance wasn't a major hurdle for *Flash Gordon's* Jahn, who's perhaps better known as the architect for such structures as Kemper Arena in Kansas City and O'Hare's United Airlines Terminal. His boat's name comes from a reference to a *Newsweek* article written 20 years ago about his prodigious architectural output. Sailing, it seems, is his way to unwind, although he's not complacent about the sport. This is his fifth year of Grand Prix sailing and his second state-of-the-art Farr design. After being outclassed by *Beau Geste*, he's speculating on how to get the competitive edge back — but not by second-guessing Farr. "I design buildings and I let him design boats," he says with a laugh.

Holding up the local honor was fourth place finisher Colin Case, sailing *Recidivist*. Designer Carl Schumacher was onboard to lend a hand, but said it was hard racing a 39-footer against much bigger boats. Slugging it out with two other 39-footers, Dave Liggett's *Jackrabbit* and John Wylie's *Tabasco* (ex-Bullseye), kept *Recidivist's* interest up, however, as did the weather, which Carl described as "the best." *Beau Geste's* success also got him thinking about his own design work. "The conditions really suited a boat with only small jibs," he said, "and the idea of putting a simple carbon rig on one of my new designs is kind of interesting."

Richard Rheem Memorial Trophy

Eleven Mumm 36s competed for both the Rheem trophy and for the inside track on the follow-up World Championships. *Jameson*, driven by Kiwi Stu Bannatyne with Dee 'Nevada' Smith calling tactics, never finished lower than third to win easily over an international field with entries from Italy, France, Ireland, Canada, New Zealand and Japan. In fact, only one boat, Walt Logan's *Blue Chip*, hailed from the Bay.

"Everyone here was pretty good,"

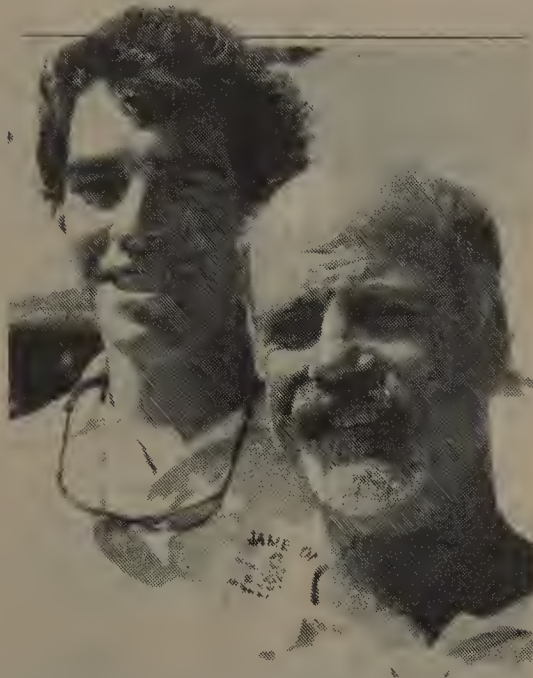
commented Smith, "and it was hard to do well. At the same time, we're all using old sails. At the Worlds there'll be more really



GUNS & MONEY

good boats, and everyone will have new sails. It'll also be a bit meaner out there."

For the out-of-townners, getting used to the Bay's currents proved to be an additional challenge. "Getting off the starting line in good shape made a difference," said Eric Arndt, boat manager of the second place *Aoba Express* owned by Dr. Yoshiki Jinno of Japan, "but getting the currents right was really important." Italy's Enrico Chieffi, tactician for his brother/driver Tommaso the on Italian entry *Byblos*, echoed that sentiment. "The Bay is very unique," said the current Star world champion, "and you have to be very specific in calling the tactics. Dee (Smith) is the best at local knowledge and we



Driver Stu Bannatyne and tactician Dee Smith sailed 'Jameson' without owner Tom Roche on board. Below, the Mumm 36s in close combat.

were here to learn." The Italians did win one race, but then faded back into the pack to end up sixth overall.

Walt Logan also studied hard during the series with the help of onboard expert, Olympic silver medalist Jim Brady. As one of the few owner-driven and non-sponsored entries, Logan takes pride in his amateur status. He's also taking his racing very seriously these days, and Brady helped him with helping the boat and also tweaking out the onboard systems. "We haven't sailed much against other Mumm 36s, so Jim's coaching really helped," added Logan.

PHRF-A

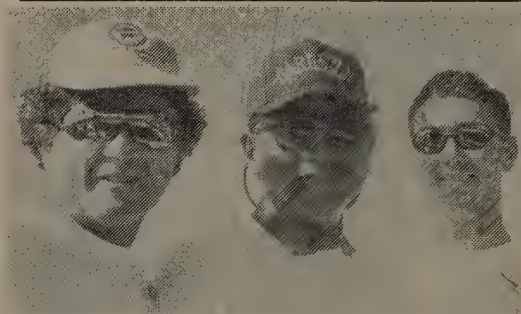
Like the maxis, the members of the PHRF class 'A' had their tense moments prior to the start of racing. Under debate again was the owner/driver issue as well as how the



BIG BOATS '96 —

boats were rated. Except for eventual winner *Swiftsure*, all the other boats sailed under the "California 50" association rules that puts the owner at the helm. *Swiftsure*'s Sy Kleinman, however, turned those duties over to Chris Corlett. Unlike the maxis, this dispute, which reportedly scared away a few prospective entries because of its rancor, resulted in two sets of trophies. *Swiftsure* easily won overall honors, while Paul Ely steered his Santa Cruz 52 *Elyxir* to second overall and first in the owner/driver section.

Ratings also caused a flap. According to Bill Kreysler, the St. Francis has, for many years, used its own rating mechanism to divide up PHRF entries. "Invariably," he said, "someone always felt screwed." This year,



'Beau Geste's afterguard — tactician Geoff Stagg, charterer Karl Kwok and helmsman Gavin Brady.

the race committee farmed the job out to the Northern California PHRF committee, a YRA entity that rates boats all year round. The idea sounded good, but when it came to the 50-foot class, some of the entries, especially

Lining the rail on 'Flash Gordon II' on the way to a second in division.

Robert Mann's *Ingrid*, howled at the notion that the chairman of the committee, Norman Davant, was sailing on *Swiftsure* — and the boat's designer, Carl Schumacher, is also one of the committee's key members! (In fact, Davant, as president, didn't vote on ratings and Schumacher abstains from voting on his own designs.) "We still feel it's a conflict of interest," said Mann, who felt burned a few years ago when he lost to a more favorably rated J/44, also with Corlett at the helm. Mann protested the ratings for the Big Boat Series, a move that was disallowed and referred back to the St.



LAWYERS, GUNS AND MONEY

Francis for further consideration.

Other than that, Mrs. Lincoln, the play was great. Life aboard *Elyxir*, in fact, looked downright halcyon. Their after-race, dock-side parties featured their standard "boat drinks," a concoction, carefully constructed from the bottom up, of Bacardi rum, pineapple-orange-guava juice, grapefruit-pineapple juice, guava juice and a floater of Myer's Original Dark rum. The libation didn't hinder their sailing, either, as they posted a string of five seconds and a pair of aces to easily outdistance *Ingrid*.

Swiftsure, however, couldn't be touched.



Corlett was particularly impressed with the boat's underwater shape. "When a puff hits, the boat just squirts ahead," he observed.



Lew Beery, owner of 'It's OK!', and longtime driver Craig Fletcher. "We love sailing up here," claimed Lew, "especially at the right rating!"

"For a light boat, she goes upwind well."

PHRF-B

For all the talk about the troubles that out-of-towners can encounter when sailing on the Bay, it's interesting to note that two Southern California boats, Lew Beery's *It's OK!* and Carl Eichenlaub's *Cadenza*, had no trouble riding herd over the 11 entries in the PHRF-B fleet.

"We come up here for the wind," said 'colorful' Carl, who has the bluest eyes this side of Paul Newman and whose rainbow suspenders not only set him apart from the crowd but back about 20 years in the fashion cycle. Chomping on a big stogie and wearing a floppy green hat, this master boatbuilder and repairer added some zest to the proceedings. He also sailed pretty well, aided by his daughter/tactician Betty Sherman and local knowledge sage James Barnhill. But for a round-down after breaking a spinnaker sheet, *Cadenza*, which sports a rainbow on its topsides as well, looked pretty good for a ten-year-old boat.

It's OK! managed to avoid any blow-ups, save for a troublesome J-lock that parted a couple of times. Beery got help from driver Craig Fletcher and tactician Andy Rose, as well as from a new Andrews-designed strut keel with a forward protruding bulb and a kelp-cutter on the leading edge. The lowered center of gravity made the boat more lively, according to crewmembers.

Breakdowns, both physical and mental, hampered other members of the class. On the first day of racing, William Burnett's *Jubilee* and Nick Barron's *Osprey* picked up some uncorrected fleet assignments which

put them in Class C instead of B. The mistake wasn't corrected until after the first two heats, which provided an embarrassing moment for the race committee. The next day *Osprey* went out and blew her mast into three pieces. John Moore's *J/130 Breakin' Wind* also crushed her carbon fiber rig at the partners that day, a fate that sistership *Gai-Jin* suffered 24 hours later. Neither *J/130* rig actually fell, but both will have to be replaced. Fortunately, nobody was reported hurt in these incidents, although one *Osprey* crewmember strained his back during the ensuing clean up operation and showed up at the dock flat on his back in obvious pain.

A special guest of the fleet was Michigan's Dave Irish, current president of US Sailing, the national governing body of the sport. Irish crewed for longtime friend Scott Sellers on Stanford University's for-sale *Scorpio*. This was his first Big Boat Series, an experience which he found "very exciting!" Ever since sailing a Flying Dutchman here in 1959, Irish has fondly remembered the Bay and its unique landmarks. "It's quite a thrill to take a range on Alcatraz," he said, "and to see 30 knots true when you're racing. This is a really good place to improve your skills."

PHRF-C

Pre-race prognosticators thought that Dean Treadway's venerable *Sweet Okole*, which celebrates her 20th birthday this month, would prevail in PHRF C. Well organized and well sailed, the Farr 36 was second last year in the Big Boat Series. They found themselves in a tussle, however, with Paul and Lee Bergman's *Mostly Harmless*, a C&C SR-33 that did poorly last year in the fall classic. With new sails and some new



'It's OK!' did more than okay this year, winning a war of attrition in PHRF-B.

crewmembers, the Encinal YC entry displayed amazing downwind speed in the breeze. "We hit 16 knots off the wind. We were flying!" exclaimed crewmember Stephanie Wilson (who has recovered from being beamed by a whale which brushed the

KELLY O'NEIL

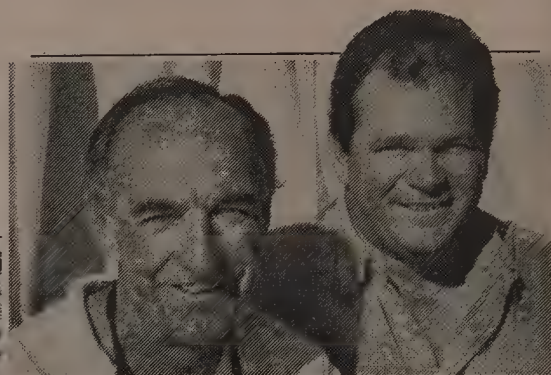
BIG BOAT SERIES '96 —

boat during last July's Santa Barbara Race).

Treadway still had a shot going into the finale, but when *Mostly Harmless* and *Sweet Okole* locked horns before the start, the former emerged on top and sailed away for her third win and the series crown. John Clauser's *Bodacious*, with Kame Richards at the helm and some new sails (see *Lips*), performed credibly and ended up third.

Express 37 Division

L.A. orthopedic surgeon Mick Schlens put the knife to the Express 37 class for the third time in four successive Big Boat Series, which traditionally doubles as the class's



Above: Mick Schlens (left) and Steve Grillon won the Express 37 class again. Left: Paul and Lindsay Lessig and Don Trask (right) won the J/35s.

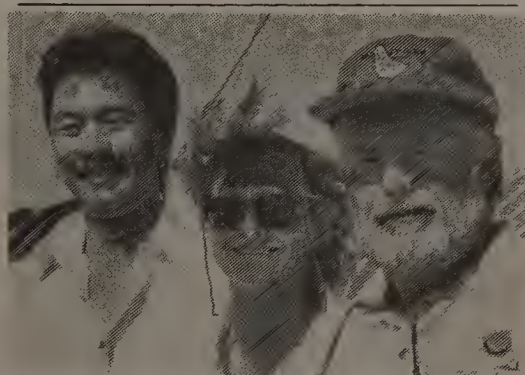
national championships. Although he rarely gets to sail against other 37s (there's only one other in his local fleet), Schlens and his crew were up to the task. They opened with

1996 BIG BOAT SERIES RESULTS

<u>Yacht</u>	<u>Owner/Rockstar</u>	<u>Design</u>	<u>Yacht Club</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>Total</u>
ST. FRANCIS PERPETUAL (IMS Maxi)											
1. <i>Sayonara</i>	Larry Ellison/Chris Dickson	Farr 78	St. Francis	.75	.75	.75	.75	.75	.75	.75	5.25
2. <i>Boomerang</i>	George Coumantaros/Paul Cayard	Frers 80	New York	3	4	2	2	3	2	3	19.00
3. <i>Falcon 2000</i>	Donald Smith/Rod Davis	N/M 78	New York	4	3	3	4	5	3	4	26.00
4. <i>Morning Glory</i>	Hasso Plattner/Russell Coutts	R/P 80	Kiel	2	2	4	3	2	7	7	27.00
5. <i>Cassiopeia</i>	Charles Burnett/Colin Booth	Davidson 72	Corinthian (Seattle)	5	5	5	5	4	5	2	31.00
6. <i>Sagamore</i>	James Dolan/Bill Langan	S&S 82	New York	6	6	6	6	6	4	5	39.00
CITY OF SAN FRANCISCO (ULDB 70)											
1. <i>Evolution</i>	Brack Duker/Peter Isler/Scott Easom	SC 70	California	—	—	—	.75	.75	.75	.75	5.25
2. <i>Orient Express</i>	Peter Tong/Bruce Gollson	SC 70	St. Francis	—	—	—	3	3	2	.75	8.75
3. <i>Mirage</i>	Jim Ryley/Jack Halterman	SC 70	St. Francis	—	—	—	4	4	3	2	13.00
4. <i>Taxi Dancer</i>	D. Hughes & R.P. Richards/D. Uilman	R/P 68	Santa Barbara	—	—	—	2	2	7	7	18.00
5. <i>Grand Illusion</i>	James McDowell	SC 70	King Harbor	—	—	—	5	7	4	4	20.00
ATLANTIC (One Design 48)											
1. <i>Windquest</i>	Doug & Dick DeVos/K. Worthington	One Design 48	Macatawa Bay	4	2	2	.75	.75	—	—	9.50
2. <i>Abracadabra</i>	James Andrews/John Kollus	One Design 48	New York	2	.75	.75	4	4	—	—	11.50
3. <i>Leading Edge</i>	Eugene Mondry/John Bertrand	One Design 48	Bayview	6	3	3	2	5	—	—	19.00
4. <i>Replicant</i>	Bill Twist/Jim Pugh/Gary Weisman	One Design 48	St. Francis	5	6	6	3	3	—	—	23.00
5. <i>Aust. Chall. 2000</i>	Ray Roberts/Jamie Wilmot	One Design 48	Royal Sydney	.75	7	5	5	9	—	—	26.75
6. <i>Corum Watches</i>	Graham Walker/Lue Gelluseau	One Design 48	Crusader	3	4	4	7	9	—	—	27.00
7. <i>Team Steinelager</i>	Bob Garvie/JJ Isler	One Design 48	St. Francis	7	5	8	8	2	—	—	30.00
8. <i>S.F. Challenge</i>	Dawn Riley	One Design 48	San Francisco	8	8	7	6	6	—	—	35.00
KEEFE-KILBORN (IMS Grand Prix)											
1. <i>Beau Geste</i>	Kari Kwok/Gavin Brady	Farr 45	Royal Hong Kong	.75	.75	2	.75	3	.75	.75	8.75
2. <i>Infinity</i>	John Thomson/Tom Whidden	N/M 49	Storm Trysail	4	2	.75	2	4.5	2	3	18.25
3. <i>Flash Gordon 2</i>	Helmut Jahn/Terry Hutchinson	Farr 43	Chicago	2	3	3	3	4.5	3	4	22.50
4. <i>Recidivist</i>	Colin Case/Carl Schumacher	Schumacher 39	S.F./New York	3	4	6	4	2	4	2	25.00
5. <i>Surface Tension</i>	Michael Fleming/Greg Knight	N/M 36	False Creek	5	5	4	7	.75	7	5	33.75
6. <i>JackRabbit</i>	Dave & Jackie Liggett/Bili Colombo	N/M 39	Richmond	7	6	5	6	7	5	6	42.00
7. <i>Tabasco</i>	John Wylie/John Gladstone	N/M 39	San Diego	6	7	7	5	6	6	7	44.00
RICHARD RHEEM (Mumm 36)											
1. <i>Jameson</i>	Tom Roche/Dee Smith	Mumm 36	Royal Irish	3	2	.75	2	.75	3	.75	12.25
2. <i>Adoba Express</i>	Yoshiki Jinno/M. Larson/E. Arndt	Mumm 36	Nippon ORC	2	.75	4	5	7	5	3	26.75
3. <i>Sea Hawk High 5</i>	Naohiko Sera/B. Bekking/J. Cutler	Mumm 36	Zushi Marina	4	5	6	4	3	2	5	29.00
4. <i>Sly'D Away</i>	Stuart Watts/Ross MacDonale	Mumm 36	Royal Vancouver	.75	3	7	9	5	.75	4	29.50
5. <i>Georgia Express</i>	James Farmer/David Barnes	Mumm 36	Royal New Zealand	9	4	3	6	2	4	2	30.00
6. <i>Byblos</i>	Paola Gala/Tomasso Chieffi	Mumm 36	Costa Smeralda	5	8	2	.75	4	6	8	33.75
7. <i>French Spirit</i>	Team French Spirit/Jimmy Pahun	Mumm 36	Soc. Nautic Locmelique	8	6	8	3	9	8	6	48.00
8. <i>Chunky Monkey</i>	Alexis Michas	Mumm 36	New York	6	7	10	7	6	10	10	56.00
9. <i>Blue Chip</i>	Walt Logan/Jim Brady	Mumm 36	San Francisco	7	10	12	10	8	9	7	63.00
10. <i>Radical Departure</i>	Richard Mark/Scott Dickson	Mumm 36	Douglaston	11	11	5	8	10	11	9	65.00
11. <i>Zamboni</i>	Doug Taylor/Fuzz Foster	Mumm 36	Waikiki	10	9	9	11	12	7	11	69.00
PHRF A											
1. <i>Swiftsure II</i>	Sy Kleinman/Chris Corlett	Schumacher 54	St. Francis	.75	.75	.75	.75	3	.75	2	8.75
2. <i>Elyxir</i>	Paul Ely/Robbie Haines	SC 52	Santa Cruz	2	2	2	2	.75	2	.75	11.50
3. <i>Ingrid</i>	Robert Mann/Jay Crum	SC 52	Santa Cruz	3	3	3	3	2	3	3	20.00
4. <i>Dolphin Dance</i>	Dave Sallows	SC 50	Encinal	4	4	4	4	4	4	5	29.00
5. <i>Zamazaan</i>	Charles Weghorn	Farr 52	St. Francis	5	5	5	5	5	6D	4	35.00

LAWYERS, GUNS AND MONEY

three bullets and were able to withstand Saturday's tempest when Mick's wife Marlene slid through the lifelines during a round-up off Alcatraz. "She was wearing an inflatable life jacket, which filled as soon as she hit the water," said Mick. "We let go of the chute and got back to her within about six minutes, which was pretty good in the big ebb chop." In the next race, they jammed a spinnaker sheet and rounded down, laying over on their side long enough to drop them into



'Mostly Harmless's Rick Locke (left), with Lee and Paul Bergman.

dead last. A second in the final race boosted them back into first over Glenn Isaacson's *Re-Quest*.

Third overall went to Steve Chamberlain's *Melange*, which enjoyed better crew work and more consistency than in previous Big Boat Series. Chamberlain was also pleased with the newly-instituted weight limit for the class, which allows them to carry either eight people with no weight restriction or 10 sailors who tip the scales at 1850 pounds or less in toto. "The weight restriction really levels the fleet out and tightens up the racing," he said.

J/35 Division

Paul and Lindsay Lessig of Seattle came south with their *J/35 Rapture* and did some,

Yacht	Owner/Rockstar	Design	Yacht Club	1	2	3	4	5	6	7	Total
PHRF B											
1. <i>It's OK!</i>	Lew Beery/Craig Fletcher	Andrews 43	Balboa	.75	4	.75	.75	.75	.75	5	12.75
2. <i>Cadenza</i>	Carl Eichenlaub/Betty Sherman	N/M 45	San Diego	3	3	2	2	2	4	.75	16.75
3. <i>Jobe</i>	Jim Archer/Ted Wilson	J/44	Tahoe	6	.75	4	6	7	2	2	27.75
4. <i>Scorpio</i>	Stanford University/Scott Sellers	Wylie 42	St. Francis	5	6	5	5	4	5	7	37.00
5. <i>Jubilee</i>	William Burnett	IMX 38	Shilshole Bay	5.8Y	5.8Y	6	8	6	6	4	40.60
6. <i>Eos</i>	Jim Cascino	J/120	St. Francis	9	8	10	7	5	3	4	46.00
7. <i>Gai Jin</i>	Robert Shaw/Jock MacLean	J/130-DK	St. Francis	2	5	8	3	12	12	12	54.00
8. <i>Pamela J</i>	Allen & Pamela Bray	J/120	Encinal	8	7	11	9	8	7	6	56.00
9. <i>Breakin Wind</i>	John Moore/Seadon Wijsen	J/130	Encinal	4	2	3	12	12	12	12	57.00
10. <i>Sceptre</i>	B. Musor & J. Garrett/S. Svendsen	J/130	N/A	7	12	7	4	3	12	12	57.00
11. <i>Osprey</i>	Nick Barran	SC 40	Los Angeles	10	12	9	12	12	12	12	79.00
PHRF C											
1. <i>Mostly Harmless</i>	Locke & Bergman/Jeff Thorpe	C&C SR 33	Encinal	3	2	3	2	.75	.75	.75	12.25
2. <i>Sweet Okole</i>	Dean Treadway/Kim Desenberg	Farr 36	Richmond	2	.75	.75	.75	6	2	5	17.25
3. <i>Bodacious</i>	John Clauser/Kame Richards	Farr 40	Berkeley	4	5	2	3	2	4	3	23.00
4. <i>Destiny</i>	Frank Dunlevy	Swan 43	Royal Port Nicholson	.75	3	7	8	3	3	4	28.75
5. <i>Endurance</i>	Mike Condon/Don Jesberg	Express 34	S.F./Richmond	6	4	6	4	5	5	2	32.00
6. <i>Surefire</i>	Jon & Matt Carter	Frers 36	St. Francis	5	6	5	5	4	14	8	47.00
7. <i>Expeditious</i>	Bartz Schneider	Express 34	San Francisco	8	7	4	10	8	6	6	49.00
8. <i>X-Dream</i>	Steen Moiler	Jeppesen 39	Tiburon	9	11	8	6	7	9	7	57.00
9. <i>Petard</i>	Keith Buck	Farr 36	Corinthian	7	8	9	7	9	8	9	57.00
10. <i>InfraRed</i>	Richard Peck	Davidson 44	St. Francis	11	9	10	9	11	7	10	67.00
11. <i>Sundog</i>	Bill Wright	Blanca 41	St. Francis	12	10	11	11	10	10	11	75.00
12. <i>Just in Time</i>	Norman Olson	Beneteau 38	St. Francis	10	12	12	14	12	12	12	84.00
13. <i>Leading Lady</i>	California Maritime Academy	Peterson 40	Cal. Maritime Acad.	14	14	14	14	13	11	13	93.00
EXPRESS 37											
1. <i>Blade Runner</i>	Mick Sciens/Steve Grillon	Express 37	Cabrillo Beach	.75	.75	.75	8	5	2	-	17.25
2. <i>Re-Quest</i>	Glenn Isaacson/Jim Antrim	Express 37	San Francisco	2	3	5	.75	10D	.75	-	21.50
3. <i>Melange</i>	Steve Chamberlain/Will Paxton	Express 37	Richmond	3	4	2	7	2	4	-	22.00
4. <i>Spindrift V</i>	Larry & Lynn Wright	Express 37	Richmond	5	6	4	5	4	3	-	27.00
5. <i>Bliss</i>	Mike Gisham	Express 37	Richmond	10D	2	3	6	.75	6	-	27.75
6. <i>Espresso</i>	Steve Saperstein	Express 37	Encinal	4	7	7	3	3	9	-	33.00
7. <i>Secret of NIMH</i>	Wilson, Doster & Loughran	Express 37	Richmond	7	8	8	2	10D	7	-	42.00
8. <i>Eclipse</i>	Mark Dowdy	Express 37	San Francisco	8	5	9	9	6	5	-	42.00
9. <i>One Eyed Jack</i>	Steve Nurse	Express 37	South Beach	6	9	6	4	10	8	-	43.00
J/35											
1. <i>Rapture</i>	Paul & Lindsay Lessig/Don Trask	J/35	Corinthian (Seattle)	.75	.75	.75	2	.75	3	-	8.00
2. <i>Major Damage</i>	Chris Perkins & Dave Wilson	J/35	St. Francis	2	5	2	4	2	.75	-	15.75
3. <i>Fever</i>	Barry Danielli/Tim Russell	J/35	Richmond	3	2	3	.75	5	2	-	15.75
4. <i>Kiri</i>	Bob George	J/35	Richmond	5	4	6	3	3	4	-	25.00
5. <i>Equanimity</i>	Randy Paul	J/35	St. Francis	4	3	7	5	6	6	-	31.00
6. <i>Jabiru</i>	Brian Dunn & Bill West	J/35	Encinal	6	6	5	7	9	7	-	40.00
7. <i>Deadline</i>	Richard Wixted	J/35	South Beach	7	8	8	6	4	8	-	41.00
8. <i>Jarlen</i>	Bob Bloom/Bob Bergholdt	J/35	Sausalito	9	7	4	8	9	5	-	42.00
J/105											
1. <i>Thrasher</i>	Steve Podell	J/105	St. Francis	-	-	.75	.75	.75	4	.75	7.00
2. <i>Limelight</i>	Harry Blake	J/105	St. Francis	-	-	3	5	5	.75	3	16.75
3. <i>Blackhawk</i>	Dean Dietrich	J/105	St. Francis	-	-	4	2	2	7	5	20.00
4. <i>Bella Rosa</i>	Dave Tambellini	J/105	St. Francis	-	-	2	3	4	5	7	21.00
5. <i>Jose Cuervo</i>	Sam Hock	J/105	Sausalito	-	-	7	4	3	2	6	22.00
6. <i>20/20</i>	Phil Gardner	J/105	Encinal	-	-	6	6	6	6	2	26.00
7. <i>Charade</i>	Tom Coates	J/105	St. Francis	-	-	5	7	7	3	4	26.00

BIG BOAT SERIES '96 —

major damage to the locals, especially Chris Perkins and Dave Wilson aboard *Major Damage*. "We were really surprised," says Perkins. Aiding the Lessigs was a new suit of high tech sails and helmsman Don Trask, who sailed the same boat (then called *pionships* here on the Bay. *Rapture* also made a statement for gender equality, with four women and five men onboard. As a special birthday present, Lindsay, who works the pit and sewer, got to steer the boat across the finish line in first place while the rest of the gang serenaded her with "Happy Birthday."

Also sailing well was Barry Danieli's *Fever*, which ended up tied with *Major Damage* on total points. After winning the first race on Saturday, they pulled out the clew of their #3 jib and struggled around the course in the afternoon, when winds peaked out at 28 knots, with their #2 up. Their resulting fifth place probably cost Danieli, a Sonoma chiropractor, a shot at second overall.

J/105 Division

Both division winner Steve Podell, sailing



Owner/driver Steve Podell (upper right) and the victorious 'Thrasher' crew.

Thrasher, and second place finisher Harry Blake on *Limelight*, fared relatively poorly in last year's Big Boat Series. Perseverance paid off, however, as they set the pace for the seven entries. "It's taken me a while to

get the feel for the J/105 after sailing a J/29," allowed Podell, who finished at the bottom of the pile two years ago.

Thrasher matched four bullets with a fourth to win convincingly. Blake won the remaining heat and expressed satisfaction with the new class rule which prohibits the presence of professionals and other rockstars on the J/105s. He also noted that the 105s completed the series with minimal mishaps or gear failures. "This was a happy regatta," he said.

Indeed, that might be the summary statement for the 1996 Big Boat Series, where the winds blew, the sun shined and many sailors sailed many miles in earnest delight. After their raucous beginning, even the maxi owners got warm and fuzzy. On Saturday night, Larry Ellison invited them all over to his San Francisco home for cocktails and a planning meeting for the upcoming sailing season.

— shimon van collie

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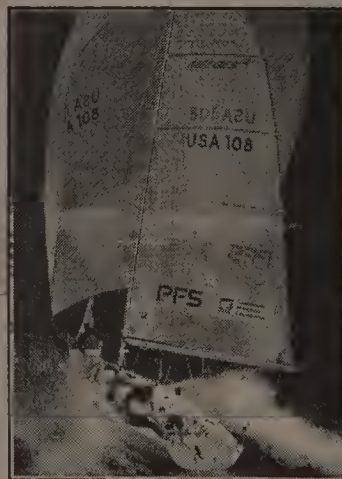
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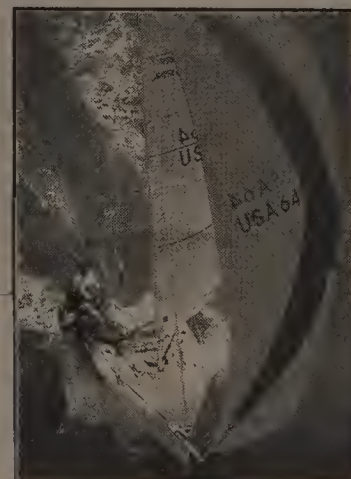
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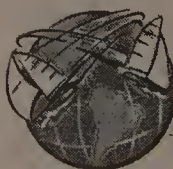


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CABO BOUND

So many sailors are breaking the shackles of their workaday lifestyles and heading south this year that you can practically feel the excitement in the air. As we go to press, over 100 boats have signed up to execute their inaugural international passage — San Diego to Cabo San Lucas — by sailing in Baja Ha-Ha III.

As the entry forms trickle in, we've jotted down a few comments on each crew to give you an idea of the broad mix of folks who have decided to buck the status quo and jump on the cruising bandwagon. We'll carry a second installment next month.

Some entries this time are last year's wannabes who couldn't quite get it all together in time for the late October starting date (October 28 this year). Others have been meticulously plotting their escapes from the mainstream for years and are now — finally — casting off the docklines in pursuit of sunny skies and sandy beaches.

A Vita — Rafiki 37

Bob Russi & Judi Daniels, Sta. Clara

As with many folks listed on these pages, Bob and Judi plan to use the Ha-Ha as the first phase of an open-ended cruising plan. After spending a year or so in Mexico, they'll head to Panama and grapple with the decision to turn left or right!

A retired construction supervisor, Bob has been sailing for some 44 years. He's only owned *A Vita* for two years but he and Judi have her well fitted-out so they can "enjoy the cruising lifestyle with no fixed schedule."

Altira — Fairweather 39

Brad & Louise Mason, Campbell

The Masons were among the first to sign up for the '96 Ha-Ha. They "didn't want to take a chance on missing out!"

Although they've only been sailing for four years, they've taken their Robert Perry-designed sloop on a number of coastal cruises and are eager to spend the winter in the Sea of Cortez sampling the laid-back lifestyle of

mañanaland. Since they're both early retirees, there's no pressure to return any time soon.

Anny Belle — Catalina 42

Barry Lennox, Alameda

The start of Baja Ha-Ha III will serve as

owner Barry Lennox's official retirement date from his third career — in computer security. Now 55, Barry started sailing at age 16 in Kiel, Germany. Today, he has an Atlantic crossing under his belt and has sailed the West Coast as far south as Panama.

Barry has owned *Anny Belle* for more than two years, during which time he's made many improvements including a radar arch and a special aft seat designed for fishing and "back seat driving." After an undetermined stint of cruising in Central America and the Caribbean he plans to retire in Florida.

Sailing with Barry will be navigator Wayne Engel of Alameda (who's sailed to Mexico in the past) and mate Heide Farley of Palm Springs — not to mention ship's cat Rodman. Among *Anny Belle*'s 'go slow' gear, Barry lists "three cases of wine." We know who we're sitting next to at the Turtle Bay pot luck.

Aria — Grand Soliel 37

Dan & Esther Carrio, Tiburon

The Carrio's beautiful Bruce Farr-designed sloop has been "totally refitted for a winter's stay in the Sea of Cortez."

Captain Dan, who's been sailing since age 14, has done extensive cruising in the Great Lakes as well as in the Caribbean. Like many others, he joined the Ha-Ha to lock himself into a definite start-of-cruising date and meet new friends. Travel plans past Mexico are yet to be determined.

Also sailing aboard *Aria* will be D.G. Tilton, Esther Lerner and friend Randal.

Audrey Lane

— Valiant 40

Art/Nanc White, Coursegold, CA

Art, now retired at 55, started sailing at age four, and has owned twelve boats (counting dinghies) over his lifetime. He initiated Nancy to sailing as a newlywed and it was on

her birthday that they bought *Audrey Lane*. The boat, by the way, was named after their first granddaughter, who was visiting at the time.

Currently living aboard in Alameda, they've both done a substantial amount of cruising already along the Eastern Seaboard

ALL PHOTOS LATITUDE/ANDY



and in the Great Lakes.

After the Ha-Ha, the Whites plan to cruise Central America, transit the Canal, explore the Caribbean, then sail the Eastern Seaboard as far as Maine — with no timetable. "As long as it's fun, we'll keep on."

They've petitioned us for lenience in their



Spread: Protected by the famous 'cape', the broad harbor at Cabo San Lucas will soon be invaded by the Baja Ha-Ha III armada. Undoubtedly, participants will rollick in the surf and sun like they did last year (inset), but the big sleds seen here will be gone from the docks in front of the Plaza Las Glorias. That's where we hope to moor the 'class of '96.'

rating due to "overweight crew and skipper" but will get no sympathy from our (overweight) race committee! Also sailing aboard *Audrey Lane* will be Alan Plunkett as well as Marilee and Steve Shaffer, owners of Waypoint in Alameda (a two-time sponsor of the Baja Ha-Ha).

Capricorn Cat — 45-foot catamaran Blair & Joan Grinols, Lakeport

One of a half-dozen multihulls in this year's Ha-Ha, *Capricorn Cat* was the subject of a feature in our May '96 issue. Although owners Blair and Joan Grinols delivered the boat from Seattle after purchasing her last

year, the Cabo run will be their first lengthy ocean passage aboard her. A bit more serious than most Ha-Ha'ers, they'll fly a spinnaker on the trip south.

Captain Blair, a retired nuclear engineer, has been sailing only seven years, but has owned 10 boats over the years. In '89/90 he

CABO BOUND

tested his taste for ocean voyaging with a round trip to Hawaii.

The Grinols plan to cruise the Sea of Cortez and the Mexican mainland before heading home next spring. Ron and Barbara Piva will help with the sailing chores on the trip south.

Chances Are — Catalina 42

Craig & Barb Ashley, El Dorado Hills

Having begun their sailing careers 15 years ago aboard a 52-foot Vancouver schooner, the Ashleys have owned *Chances Are* for the past five years. (She's one of three Catalina 42's on our roster so far.) Since retiring last May, they've been "working day and night" to get her fitted out just right for long-term cruising.

They claim the name is short for "chances are we'll really go someday and chances are we'll find our way when we do go!"

After a couple seasons in Mexico they plan to explore Central America and the Caribbean, then travel up the Intercoastal Waterway to an undeveloped lot and boat dock they have waiting in North Carolina — unless they "fall in love with somewhere else beforehand." Ship's watchdog Chelsea will share their travels and Paul Braschi will help crew on the Cabo leg.



Bill and Sabryna of 'Maluhia' trying on their trendy Baja fashions.

cruising together 14 years ago. They spent an entire summer exploring the San Juan and Gulf Islands and spent some 65 days last summer cruising the Southern California coast and the Channel Islands.

The Bartholomae's plan to cruise Mexico for a couple years, haul the boat at San Carlos and truck her to Houston. They'll then follow the Intercoastal Waterway north, shoot out to the Bahamas and explore the Caribbean — unless they get side-tracked, that is.

Destiny — Swan 46

Peter & Nancy Bennett, Knightsen

One of the sexiest hulls in the Ha-Ha fleet, the Frers-designed *Destiny* also has some of the most far-reaching plans. After Central America, the Bennetts (who are both early retirees) plan to cruise the Caribbean and the East Coast, then backtrack through the Canal again and head out into the Pacific. They hope to run into plenty of Bay Area sailing friends at the 2000 America's Cup!

This sleek Swan 46 (one of two in the fleet) is also one of the only hulls in our fleet whose homeport is other than the U.S. or Canada. Guernsey, England is her official hailing port. Peter, who's been sailing since his teen years, brought her through the Med and across the pond to the Caribbean several years ago. He's also done three TransPacs; he and Nancy (ship's navigator) have both done six Catalina races. After more than a year of serious preparation they're sincerely looking forward to "using" *Destiny* again instead of just working on her.

Drum — F-27 Trimaran

David Miller, Seattle

Retired restaurateur David Miller started sailing 24 years ago, but when he bought his Ian Farrier-design trimaran three years ago

he "rediscovered the pleasure of sailing light and fast."

He's bound for Mexico to escape the dreary Seattle winter and to test both his boat's abilities offshore and his own adaptability to the limited creature comforts of this light-weight speed machine.

David's wife plans to join him in La Paz. They'll then explore the Sea of Cortez until they "get cold, homesick or tired of it." When that happens, they'll face the decision whether to trailer *Drum* back home or leave her in Mazatlan for the winter.

Emerald Star — Cabo Rico 38

Dick & Saucy Adams, San Diego

Smart couples live aboard before attempting long passages together. Dick and Saucy have wisely done just that in San Diego. After cruising in Mexico for a year, they plan to continue south, then circumnavigate the globe together, having ended their careers at the relatively early ages of 52 and 44 respectively.

They've sailed together for the past 12 years, in the Caribbean, Mexico and out to the Channel Islands.

With all their preparations for long-term cruising, the boat keeps getting heavier and heavier. "We will be slow," promises Saucy. "He says it's because of my closet!"



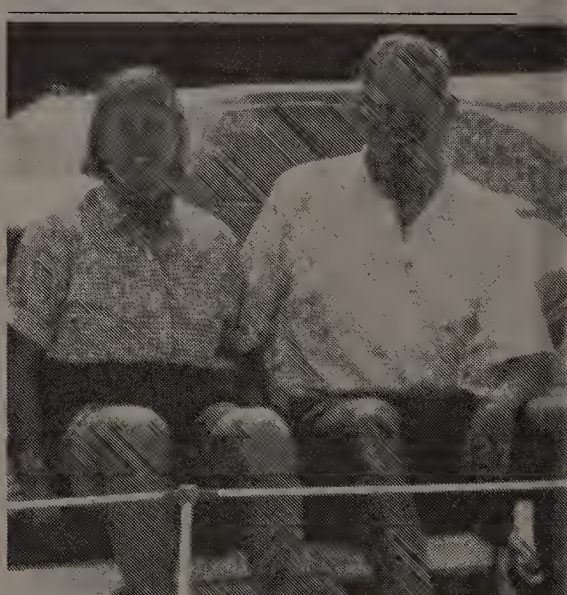
'Chances Are', you'll meet Craig, Barbara and Chelsea the dog.

Cherish — Catalina 30

Larry & Janet Bartholomae, Long Bch

Larry and Janet Bartholomae already know they can get along in the confines of a small sailboat. They moved aboard their Catalina 30 four years ago and have been preparing *Cherish* for extended cruising ever since. "After retiring from 30 years of teaching, it's time!"

Married in their early 20s, they started



Meet Nancy and Peter Bennett of 'Destiny'.

Esprit — Crealock 37

Ric Cuthbertson, Seal Beach

Ric didn't take the time to tell us much about himself when he filed his entry forms, which gives us a golden opportunity to make up a bunch of nasty stuff about him that's completely unfounded! (He must not know us very well.) But since we understand he's really quite a nice guy, we'll spare him the horror of a lashing in *Latitude*.

— BAJA HA-HA III PREVIEW



Linda DeZampelen of 'Proteus' preps for Baja.

As far as crewperson Becky Thompson is concerned, all we know is that she's listed as first mate, health officer and spiritual guide — quite an impressive combination. With her on board, it should be smooth sailing for *Esprit* all the way to the Cape.

Far Niente - Yorktown 41 **Charles Turner, Huntington Beach**

Charles Turner is probably the only entrant who actually built his own boat. The project took him ten years, but she's finally ready for extensive cruising. Charles was no armchair sailor with an unrealistic pipe dream about cruising. He already knew what he was getting into after cruising from D.C. to and through virtually all the Caribbean Islands during his teenage years.

After the Ha-Ha *Far Niente* will cruise toward the Panama Canal, then "who knows?" Michael Gravitt and Gary Upham will accompany Charles on the Cabo run, but he'll singlehand his heavily-built cutter afterwards.

First Light — Pearson 365 **Dusty Austen, Redwood Valley**

The idea of cruising the South Pacific lingers in the back of Dusty's mind. But before committing to the lengthy passages involved, he plans to test his adaptability to life under sail with a year or two of exploring Central America and the Caribbean.

Pete Nofi will be aboard as crew on the stretch to Cabo, and Dusty hopes many other sailors will share in his adventures afterwards.

As if there won't be enough confusion during our daily radio scheds, another boat named *First Light* (a Beneteau First 35s5) is also on the roster. As luck would have it, these boats are almost exactly the same size, so they'll also have to compete in the same division!

Fresh Aire II — Pacific Seacraft 27 **Frank Grote, Los Alamitos**

Frank proudly contends that his little cutter is "the best-equipped 27-foot pocket cruiser in the race and on the West Coast." But he admits that bearing that distinction also makes her "really slow."

A retired bank auditor, Frank's been sailing for 10 years, during which time he's journeyed up and down the Southern California coast and across the Gulf from Mexico to Texas.

After the Ha-Ha, Frank may tag along on the Mazatlan Ha-Ha before venturing further along the Central American coast and across the Pacific to New Zealand. He's a confident singlehander, but Robert Broderick will come along as crew.

Julia Max - Passport 45 **Robert & Julia Fairchild, Spokane**

Captain Bob is a retired newspaperman who's been sailing for some 40 odd years. He and wife Julia — their vessel's namesake — have cruised extensively through the Pacific Northwest during the past five years. They tell us they cruised southwestern Alaska in the rain last year and are "looking forward to drying-out in Mexico!" They plan to stay in the land of sun and smiles for a couple of years.



Why do Ron and Ro Char say 'Por Que No'?

Their 26-year-old daughter Pam and Dr. George Pavey will fill out *Julia Max's* crew.

Kipper — Searunner 37 trimaran **Ed Ferranto, State Line, NV**

We don't know too much about this Jim Brown-designed cruising tri, but with her official hailing port listed as Trinidad, she's undoubtedly seen plenty of sea miles.

Skipper Ed Ferranto appears to be one of



Meet the Fairchilds: Robert and Julia Maxine, 'Julia Max's' namesake.

the most experienced offshore sailors on the Ha-Ha roster. He's crossed the Pacific, the Caribbean and has sailed southward from the Bay along the entire length of the Americas to the Straits of Magellan and up to Buenos Aires. (Follow him!)

Kent Benedict, budding novelist and retired emergency room doc, will navigate, while Robert Brothers holds down the windward ama.

Lady Di — Lord Nelson 41 **The Coleman Family, Belfair, WA**

Latitude readers were introduced to the Coleman family in our Delta article last month. Our nautical paparazzi caught them lounging in the tules on a respite from their coastal trip south toward Mexico.

Although their plans are not etched in stone, this wholesome-looking family of four is committed to cruising long-term to wherever their collective intuition leads them. Traveling with their teenage son Mike and daughter Krista, John and Diane Coleman have adopted the 'do it now, rather than later' attitude toward cruising. In addition to the practical education the kids will receive at sea and in foreign ports, mother Diane (the boat's namesake) will tutor their 'book learning' via a correspondence course.

Laughing Buddha — Hans Christ. 41T **Jim/Nancy Hegland, Islamorada, FL**

Jim and Nancy are ready. Really ready. Not only is their full keeled cutter completely outfitted for a leisurely circumnavigation of 10 or more years, but they've even got a web site set up so friends and family can follow their adventures: <http://www.laughingbuddha.org>. In the coming weeks it will also double as a Ha-Ha web site, with news on the event and other essential nonsense.

The Heglands are both forty-something

CABO BOUND



Blair and Joan Grinols aboard 'Capricorn Cat'.

Air Force retirees who'll no doubt be spending their pensions in some very exotic places. Both have sailed extensively already, although their Mexican travels have never taken them south of Ensenada.

Maluhia — Hedley Nicole 48 trimaran Bill & Sabryna Kelly, Ventura

The fact that the Kellys listed a washer/dryer, icemaker and micro-brewery in the 'Go Slow Gear' section of our entry forms told us two things: 1) they're going to

make a lot of friends during their travels, and 2) they're not going to be breaking any speed records.

Bill (38) and Sabryna (30) are both former assistant managers who've unplugged from the mainstream in order to take an extended cruise along the Central American coast and through the Caribbean. If they like it, they may double back and head for the South Pacific. They've lived aboard for the past three years in preparation.

Mañana Sol — Ericson 35 Greg Smith, Camarillo

Although Greg Smith is only 26 years old, he's been planning his getaway to paradise on *Mañana Sol* for the past four years. He's spent three years and \$20,000 restoring and outfitting this 1970 Bruce King-designed sloop while living aboard.

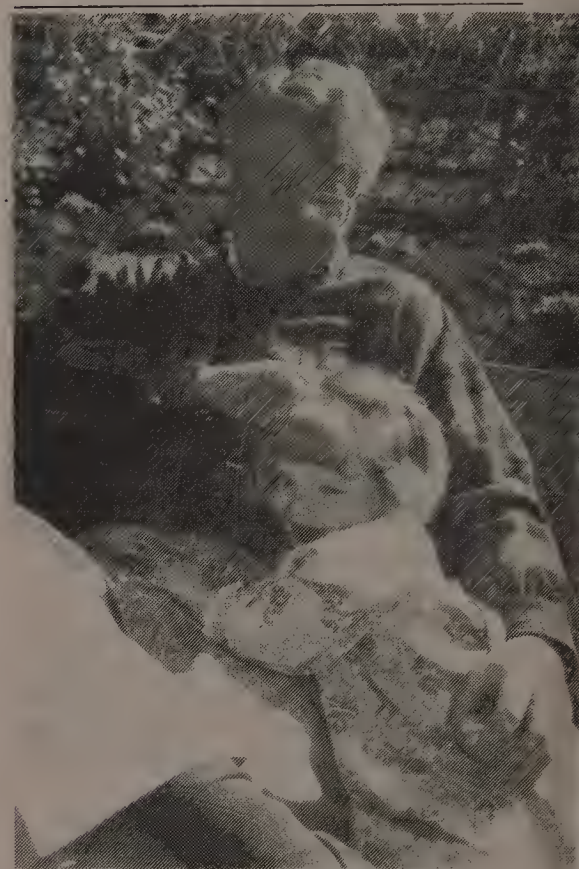
Prior to setting sail, he worked as a sailing instructor at Marina Sailing in Oxnard, making many trips out to the Channel Islands. Before that, though, he spent four years in the Navy where he became an electronics expert and a search and rescue swimmer — handy talents for a cruiser! Greg is also a certified dive instructor.

After the Ha-Ha he'll explore the coast, then head out into the South Pacific. He hopes to visit Australia and New Zealand by the turn of the century. Friends Ray and Joy Watt will crew to Cabo.

Molly McGuire — Ted Brewer 32 Earl Whitner & Shirley Vann, Bethany Beach, DE

Now retired, Captain Earl has been sailing since he was a teen — about 50 years to be exact. In that time he's cruised along both coasts and as far south as Puerto

Say hi to Greg Smith with Ray and Joy Watt of 'Mañana Sol'.



Art White with granddaughter Audrey Lane, whom he named his boat after.

Vallarta. He and Shirley have owned their little sloop for 4 ½ years.

Chip Cunningham will be along in the role of navigator. He's also sailed extensively on the East and West Coasts, as well as in the Caribbean.

Earl and Shirley plan to spend the winter basking in the Sea of Cortez. After that? Who knows?

Moonshadow — Deerfoot 62 George 'Jorge' Backhus, Sausalito

George lists himself as an "unemployed sailor." Not a bad profession, especially when you own a sweet Deerfoot 62 — so far, the biggest ride in the fleet.

He's been sailing most of his life, so he knows how to pick a good cruiser. Well-suited to ocean passage-making, *Moonshadow* took first overall in the 1986 Arc rally across the Atlantic. George raced her to Hawaii and back in the '96 Pacific Cup. Now fitted out with everything from a dive compressor to a washer-dryer, *Moonshadow* is set for the circumnavigation that will begin this month.

For the run down to Cabo he'll have a full contingent of crew to cover watches — seven in all. Navigator Jeff Brown has already crossed the Pacific in addition to West Coast and Atlantic offshore cruising. The other hearty souls who'll keep George company en route to the Cape are Wayne Goldman,



— BAJA HA-HA III PREVIEW

Terry Deveau, Steve Johnson, Fred Miley, Ingrid DeMoore and Karen Brown.

No Agenda — Tayana 42

Tom & Jan James, Oceanside

"We plan to give our 10-year-old dream a try, and truly look forward to having no agenda!" say Tom and Jan. This 50-something couple is in good company.

Newly retired from Southern California Edison, Captain Tom stresses: "We needn't take this race thing too seriously!" To accentuate his point, his Go Slow Gear list includes: "lazy crew." We assume the third crewman, Dave James, is included in that slur.

Where is this 1988 cutter headed after the Ha-Ha? You guessed it, "No Agenda".

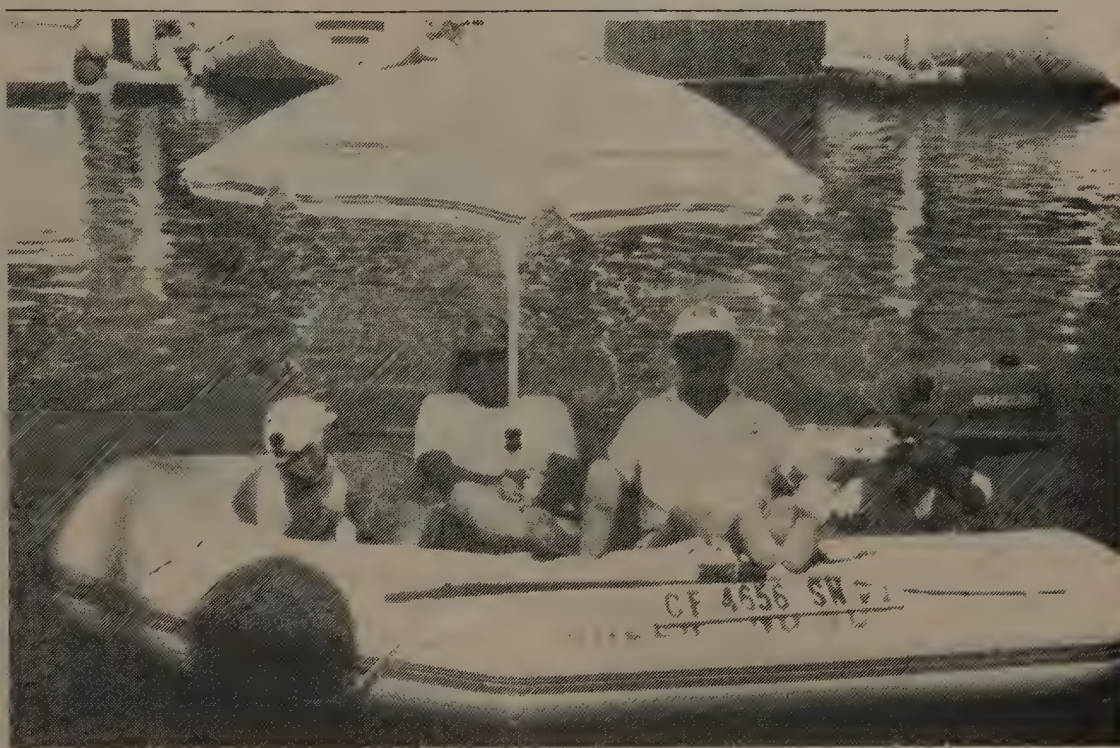
Por Que No — Williams 40 trimaran **Ron & Ro Char, Santa Susana Knolls**

"It's heavy and slow, and we are old and gray," say Ron and Ro. Nevertheless, you can tell by the name of their boat that they have the right idea — *Por Que No* translates as 'why not?'

Captain Ron is a career photographer who's had an exciting career. He spent seven years in South America doing aerial mapping, worked for three different movie studios and had a private photo studio in Hollywood. He's been sailing for 43 years, but his initiation to seafaring came in WWII, when he served in the Merchant Marines and the Navy.

Rosalie Char's career has been as nurse, specializing in labor and delivery, making her

Dennis Clifton of 'Shamaness' with a major catch.



Tom and Jan James of 'No Agenda' with their 'grand-dog' Darla.

a prime asset on any passage. Tom Rota will sail as second mate.

Ron and Ro are the proud parents of seven adult children and nine grandchildren! Whew! That's a load of post cards to write. Plans beyond the Ha-Ha: "sailing over the edge."

Proteus — Ericson 38 **Walt Lindsay & Linda DeZempen,** **Wilmington, CA**

According to his entry form, Walt spent

forty years in aerospace and is... ahem, still pretty spacey! (His joke, not ours!) A son of St. Louis, MO, Walt learned to sail on the broad Mississippi. Since then he's sailed in Long Island Sound, and in Florida and California waters. *Proteus*, which he's owned for three years, has the distinction of once surviving 30 hours of 55-knot winds and 30' seas. Walt took her south to Puerto Vallarta and clawed his way back in '94. He's now going back for more, but this time he "may not be back."

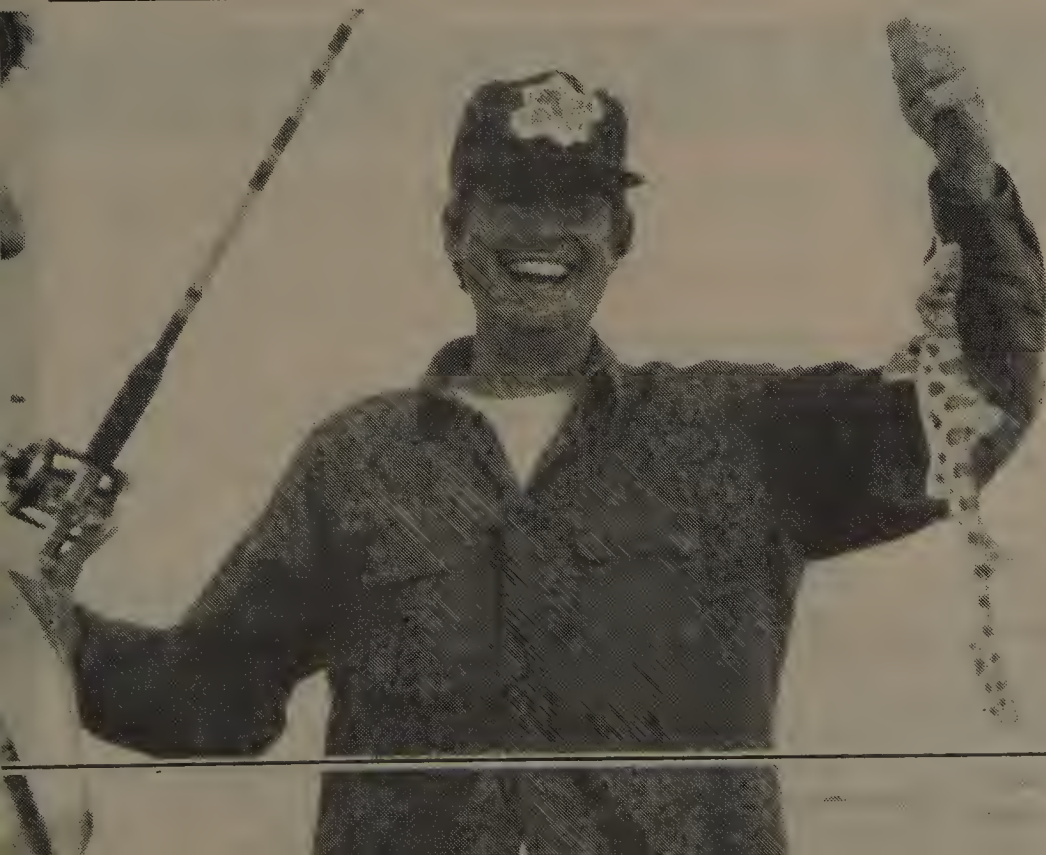
Navigator Linda DeZempen makes her living as a financial planner, but when you read her sailing resume, you can tell where her heart lies. She started sailing 25 years ago on Lake Geneva, Wisconsin and since then has owned three boats, chartered in the Caribbean and raced offshore. Now she's off to follow her dreams of "cruising somewhere out there."

Shamaness — Chung Hwa 36 **Dennis Clifton, Novato**

The all-guy crew of *Shamaness* will be made up of skipper Dennis Clifton, Navigator Rick Guetter, mate Pete Hatton and crewman Don Felkins.

* Dennis is a small animal vet whose practice is in Novato. When he bought *Shamaness* in '93 she was in extremely rough shape, having been neglected by her owner and stripped of much of her gear by scavengers. Now, though, she's ready for serious action again.

Dennis has done many coastal and offshore trips over the last 25 years. His crew is also very experienced. Rick, in fact, sailed to Cabo last November, but just missed the



CABO BOUND — BAJA HA-HA III PREVIEW

Ha-Ha festivities. Together they're excited to "party, race, cruise, dive and generally join in the fun!" *Shamanness* will remain in Baja for the winter.

Sweet Dreams — Ted Brewer 42 Tom & Diane Sweet

Tom and Diane have spent many seasons cruising the Sea of Cortez, but have never seen the Baja Peninsula from the Pacific side. Based in Arizona, their long sailing career began by trailering their various boats to just about every navigable lake in the West. Then they discovered Mexico as a cruising destination five years ago. They bought *Sweet Dreams* in the spring of '95, realizing they were ready for a serious cruiser.

Post Ha-Ha plans are to cruise the Mexican coast for a year, then go back to work before heading out into the Pacific.

Taurus Trip — Fiskar 38 Don Strong, Tehachapi

Captain Don Strong has owned 11 boats during his 14-year sailing career. Two years ago he traded up to this beefy motorsailer.

Now retired, Don spent many years in the



Three pals: Jackie, Cory and Tim, crew of 'Westwind'.

Navy on a wide range of vessels. He and navigator Les Brill have both made the pilgrimage to Mexico in the years past. This time, they plan to continue south as part of the Mazatlan Ha-Ha, then on to Guaymas before facing the slog north again. Another long-time friend, Dick Bell, will round out this jolly crew.

Westwind — Ranger 33 Cory Lermo, San Jose

Captain Cory and his long-time friend Tim have been pipe-dreaming about cruising south since they were college buds back at U.C. Berkeley. "We read our first *Latitude 38* in 1988 and have been preparing ever since." After two boats and countless delays, they're finally on their way.

Their good friend Ms. Jackie Whiting is a former Apple Computers exec, who's going to share their adventures until Cabo. The boys were emphatic that we list her as 'chef' but we have a sneaking suspicion that's not what she signed on for!

Cory, who's 28, has only had the boat for five months, but he's rarin' to go. He and Tim plan to "win the Ha-Ha", then explore Central America, do the Canal, and terrorize the Caribbean!

Tune in again next month for write-ups on the rest of the fleet — which seems to be growing every hour! Ha-Ha entrants, please note: copies of our next issue will be available in Cabo, at the Cabo Isle Marina and/or at the Ha-Ha 'awards' party, on November 9.



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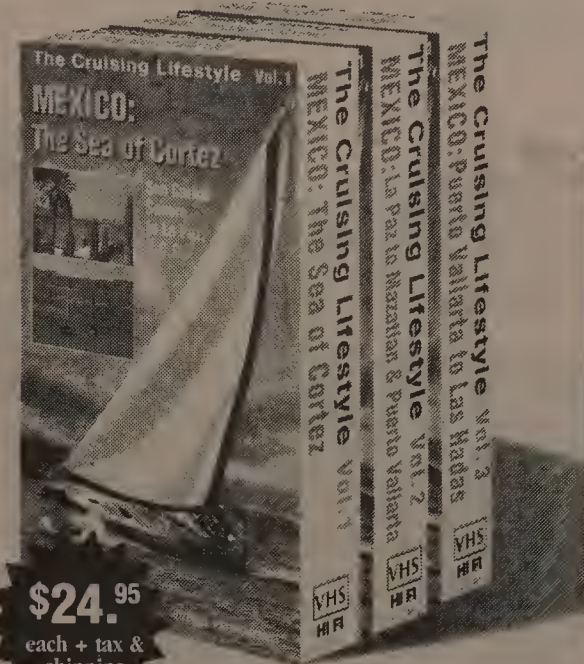
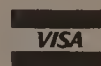
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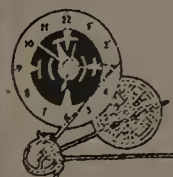


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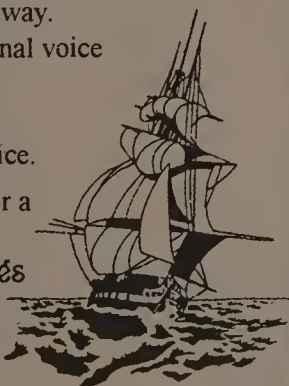
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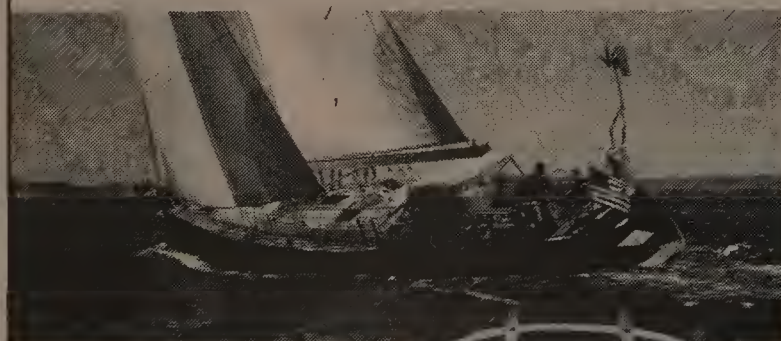
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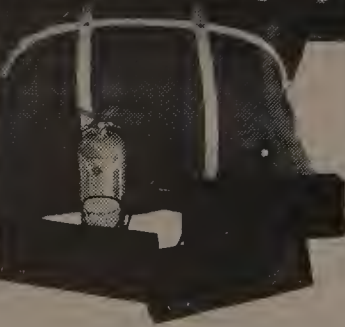


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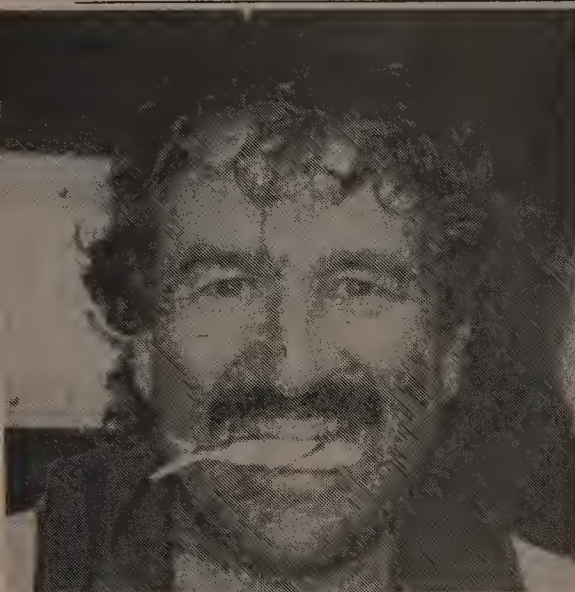
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WEST MARINE PACIFIC CUP '96, PART II —

July's West Marine Pacific Cup race from San Francisco to Oahu was so grand that it couldn't be contained in a mere 10½ page feature — which is why we have the pleasure of publishing Part II this month.

To quickly review, there were 64 starters



CHORUS

There were many hallucinations aboard 'Chorus'. This crewmember might have thought this was a big wahoo filet.

who left San Francisco in early July on the 2,070-mile course to Kaneohe Bay, Oahu. Steve and Nancy Rander's Portland-based Wylie 70 *Rage* finished in 7 days and 22 hours, taking line honors and also establishing a tremendous all-time monohull record from California to Hawaii.

Greg Paxton directed 'Springbok's' victory, much to the delight of owner Martin Braun (right inset) and his sweetheart.



SPRINGBOK

When it came to corrected-time honors, the doublehanders dominated. Stan Honey, a veteran of many Hawaii races, teamed with Sally Lindsay to finish first with their vintage Cal 40 *Illusion*. David Easter and Peter Carrick, new to long distance ocean racing, were second after a wild ride aboard the Moore 24 *Kangaroo Court*. Skip Allan, another veteran of scores of races to Hawaii, teamed with Royce Fletcher to capture third with the Wylie 28 *Wildflower*. David and Kim Jones of San Jose shocked many — themselves included — by correcting out fourth with their Island Packet 38 *Andante*. Peter English was fifth with his 37-year-old Kettenburg 38 *Chorus*.

Because some divisions started on different days and in different wind conditions, boats in some classes were virtually knocked out of contention for fleet honors from the very beginning — which is why class finishes are often a better indicator of how expertly a boat was sailed. So here's our roundup of the classes:

Division A. Top honors in A went to *Andante*, with *Chorus* taking second; both of their races were chronicled in the previous issue. Jim and Lynn Rodeheaver's Olympia-based Crealock 34 *Windchime* was third.

Division B. This class got skunked at the start by a lack of wind. "We covered just 69 miles on the first day, then parked for 30 hours," reports San Francisco ferry captain Greg Paxton, who spearheaded the effort on Martin Bruns' class-winning Hylas 42 *Springbok*. Was there any talk of bagging it and motoring home?

"Absolutely not," insists owner Bruns.

"Not on your watch, there wasn't," laughed Paxton.

While the drifting conditions put *Springbok* out of contention for fleet honors, Paxton's preparation, handling of the crew, and innovative sail combinations helped the moderate-displacement boat capture class honors by a whopping 15 hours.

"Paxton was a Nazi about weight," says navigator Mike Priest. "He inspected everybody's duffle bag for unnecessary weight before, then took off the leather cushions and other heavy stuff."

The crew figures they actually won class honors in the 2,000-mile race during the agonizingly slow going of the first 50 miles. "Our entire class stalled out by the Farallones," recalls Paxton. "We're not sure what everybody else did, but we sailed particularly hard in the light stuff, put 10 miles on everybody, and from then on nobody could catch us."

Oddly enough, another key to victory might have been crew burnout. "I pushed the crew too hard the first couple of days by

having them chase the 2.2 kite all over the ocean," confesses Paxton, "and it wiped them out. So we put the boat in 'regular pig' mode — full main and staysail sheeted to the rail on one side, with the jibtop poled out on the opposite board. This not only gave us much greater control, but actually increased our daily runs by 10%."

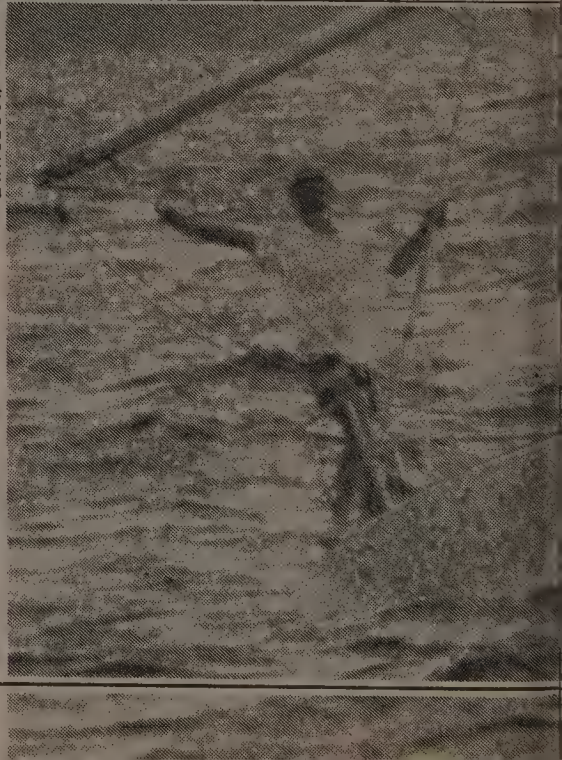
"Moderate displacement boats like the Hylas don't surf," Paxton says, "so you should to sail them as deep as you can while still maintaining hull speed. By doing so, you can sail a shorter course than with a chute — we only sailed 35 miles more than the Great Circle — but at the same speed. So our 'low tech' skills gave us an advantage over our competitors who tried trying to sail high-tech."

"Don't forget our 'turbo pig' mode," adds Priest. "When the wind got a little light, we added a blooper." Remember those?

Second in B was Rick Gio with *Gypsy Warrior*, a Freya 39 he's been racing since



LATITUDE 38/RICHARD



IT'S THE RAGE!

completing her from a bare hull 15 years ago. It wasn't until the last day, however, that *Warrior* edged Harvey and Ben Rifkin's Jeanneau 45 *Tranquilo*.

At 18 years of age, Ben Rifkin was the youngest skipper in the race. But he'd been 'tested by fire' previously with the boat — and had come through with flying colors. "A high school buddy and I were bringing *Tranquilo* up the coast with two passengers who couldn't stop puking," recalls Rifkin. "After rounding Arguello at 0300, it blew 30, then 40, then 50, and even 63 knots! This is when the engine, radar, and GPS packed it in. Then a thru-hull blew, letting in enough water for the floorboards to float, and a sail tore. It took us 12 hours to sail to Port San Luis with a triple-reefed main, but we made it. All subsequent difficulties have been minor by comparison."

"Boating is Ben's life," says Harvey, Ben's proud father. "I happily did all the cooking and cleaning, learned a lot, and had a great



LATITUDE 38/RICHARD

'Tranquilo's' Ben Rifkin found a lot to smile about before, during, and after the Pacific Cup. His seatmate is Susan of 'Halcyon'.

time with these guys. But I never would have done this if it weren't for my son." *Tranquilo* was just one of many boats with fathers and

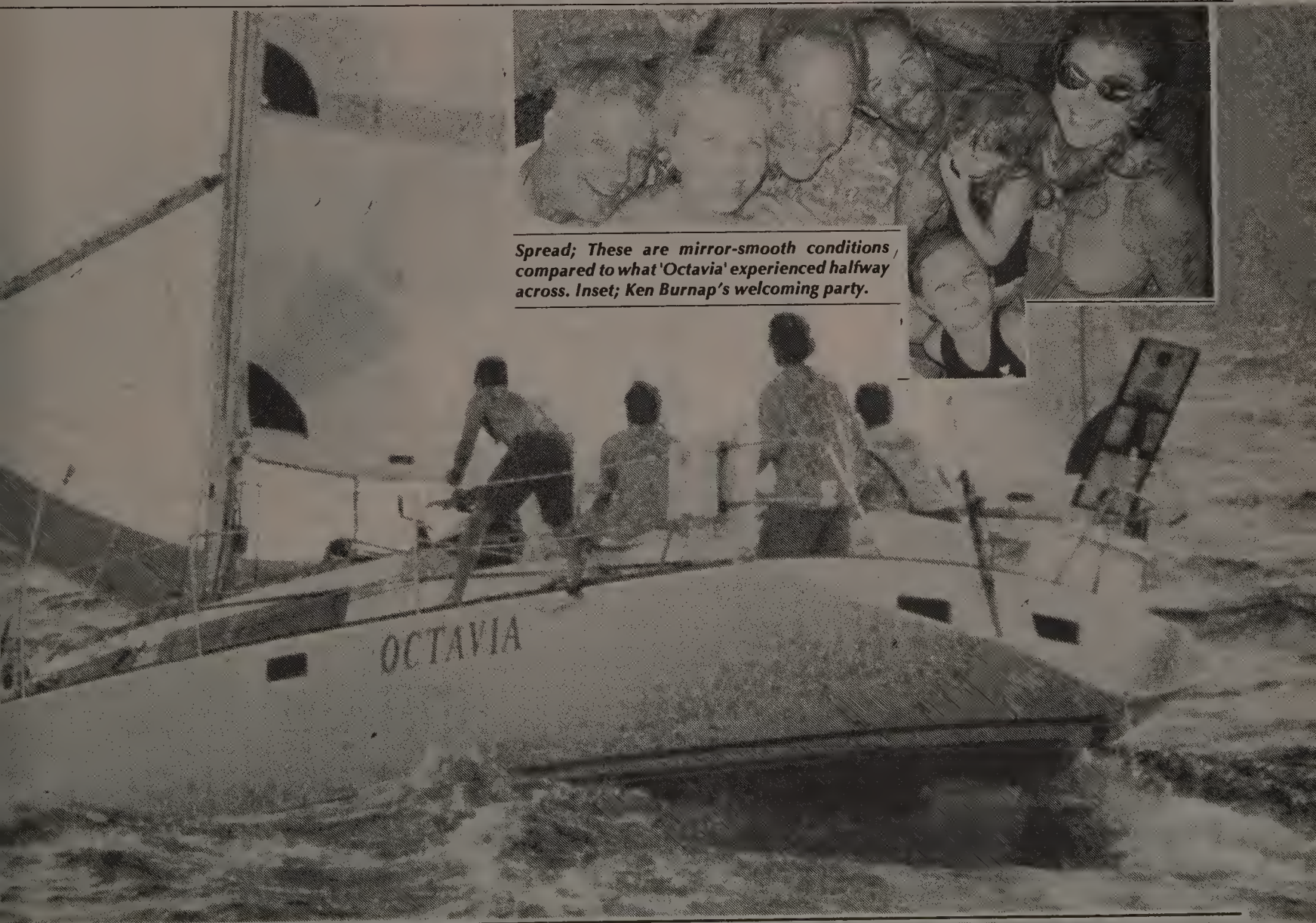
sons sailing together. There was at least one mother-daughter combination, too.

Division C also suffered when it came to good sailing conditions at the start. "We had two days of zero wind," says sailmaker Cliff Stagg, who sailed on Dean Brigg's top-finishing Soverel 33 *Stop Making Sense*. "I was thankful because nobody else on the crew had sailed across before, and none of them were experienced drivers. The only reason I was on the boat was because I'd ended up with the wrong girl one night six months ago — a girl who ended up not even going with us!" Another fine sailor led astray by lust.

"The wind finally filled in, and we set the chute the second night," continues Stagg, "From then on we had 18 to 20 knots of wind with 25 to 35-knot squalls."

Did they carry the chute through the squalls?

"That's how you win this race," says Stagg, laughing at the absurdity of the question. Back in the '82 Pacific Cup, Stagg and Steve Baumhoff convinced owner Jim



Spread; These are mirror-smooth conditions, compared to what 'Octavia' experienced halfway across. Inset; Ken Burnap's welcoming party.



WEST MARINE PACIFIC CUP '96, PART II —

Walton to carry the chute in 55 knots of wind for about an hour aboard the Swede 55 *Temptress*. It was a wild ride, but they survived, and now carrying a chute in 35 knots isn't that big a deal to him.

"The problem with taking the chute down in a Pacific Cup," Stagg maintains, "is that



LATITUDE 38/RICHARD

'Break 'n Wind' broke a lot of gear when pushed hard on the race. Seadon Wijzen holds the fractured carbon fiber pole.

you take too long to put it back up. Throughout the race the other boats in our division gained on us in the medium conditions during the day. At night, however, they'd shorten down with the arrival of big squalls, and we'd just walk away from them. The only really bad squall we had was when it blew 30 for an hour and we got caught flying the .75. Our top speed was 17.5 knots, but that's because the boat wouldn't sail over the waves — which were only going 16 knots."

"There's no way that one squall only lasted for an hour!" interjects crewman Brad McClary. "It seemed like four hours to me, and I was sitting right next to Cliff, yelling, screaming, punching — doing anything to keep our only really good driver awake."

"The secret to driving in squalls," laughs Stagg, "is not to be afraid. The only roundup we had was when it was blowing

only 20 knots. The problem was that everybody was drinking cocktails and smoking cigars. I don't smoke, so I rounded down as soon as they stuck that big Havana thing in my mouth."

It truly would have been a case of 'no guts, no glory' for *Stop Making Sense*, as Mark McPherson's Portland-based Smith 42 *Magic Carpet* and Dennis and Susanne Robbins' Frers 41 *Miramar* corrected out just a few hours back. This was the closest class competition in a race that produced abnormally large margins of victory.

Division D was captured by San Francisco's Colin Case, who entered his new Schumacher 39 *Recidivist* in the Pacific Cup primarily as a way to deliver her to Oahu for the Kenwood Cup. She nonetheless copped top honors in her class by 8 and 9 hours respectively over the J/130s *Break'n Wind* and *Gai-Jin*.

"We slatted around for the first two days," reports Carlos Badell, "then actually sailed north of the Great Circle as per Bob Rice's weather routing advice. After that, we had plenty of wind and lots of big seas."

"We had a great two-pronged strategy for the stronger squalls," adds Charlie Merrill. "We'd leave the chute up but reef the main. We'd never done that before, but it worked well because *Recidivist* has plenty of power. The other thing we'd do is get one of the women to drive. Since Melinda Erkelens and Liz Baylis posted the big numbers early, you had to hit at least 18 knots 'to be a girl' on our boat." Melinda, who took fleet honors doublehanding the 26-ft *Moonshine* with husband Billy in the previous Pacific Cup, was the speed queen, and she once kept the knotmeter over 20 for several minutes.

"Even though I come from a snotty East Coast background and enjoy having women aboard," explains owner Case, "I didn't bring Melinda and Liz because they're women. I

Two thousand, sixty-seven miles covered, just three miles to go. Oahu looks mighty good from this distance.

brought them because they're both great drivers."

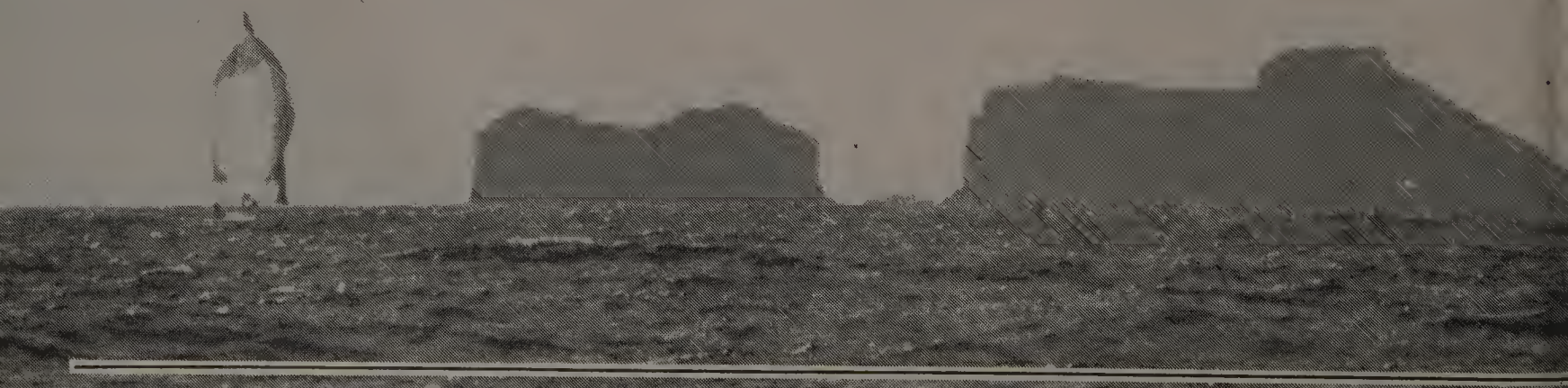
One of the *Recidivist* crew, Roland Brun, had the unusual experience of having his head trapped outside the lifelines. While secured to the boat with his harness and leaning over to clear kelp from the rudder with a boat hook, the splash of a wave activated his inflatable PFD. Suddenly his 'neck' was too big to fit back through the lifelines. If Brun had been singlehanding, he still might be out there.

Unlike *Recidivist*, the crew on John Moore's J/130 *Break'n Wind* were determined to push their boat as hard as they could — and it may have cost them class honors. "We had two 35-knot squalls an hour apart one night," says sailmaker Seadon Wijzen. "In 35 knots of wind, the boat would scream along in the 20s — but I was scared shitless! The J/130 has an easily-driven hull, but she's still moderate displacement and therefore doesn't handle as easily as a sled. We could have shortened sail, but you can lose big when you do that, and our goal was to push to boat to the limit."

"The next morning we were still leading by about 60 miles," Wijzen continues, "but then we simultaneously ripped the mid-sized chute and broke the carbon fiber pole. Later we broke the spinnaker and main halyards, which meant we had to: 1) Go for four hours with just a headsail, and 2) Sail the last 800 miles with a reef in the main. We might have won had we not pushed so hard."

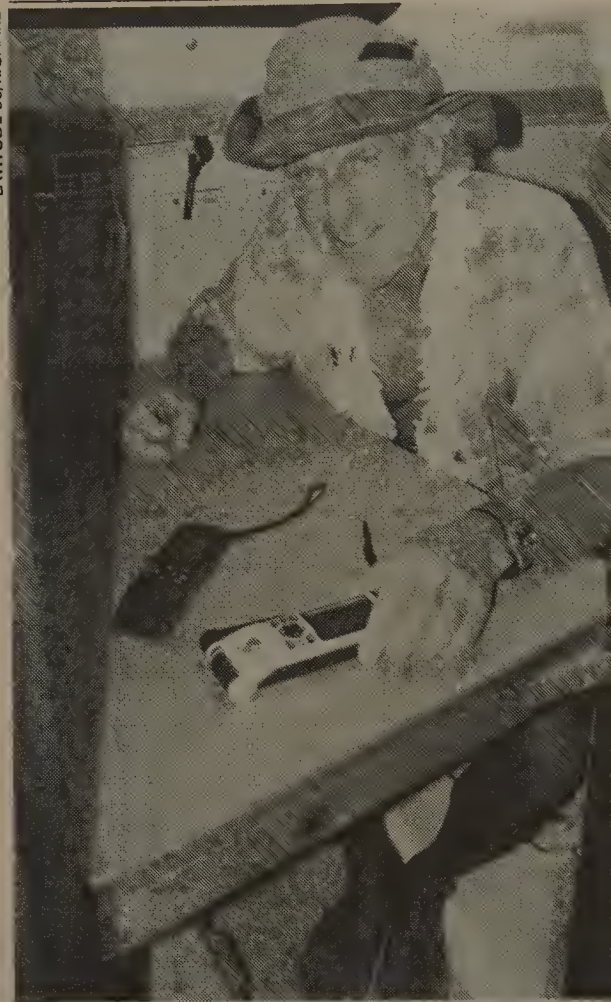
Division E: The object of this class of mostly Santa Cruz 50s was to sail to Hawaii in less than 9 days — or break the boats trying. Ken Burnap's *Rollercoaster* was the main candidate, as her crew included superb and fearless drivers such as Jack Halterman, Pete Heck and Scott Pine.

"*Rollercoaster* has always been among the fastest 50s," says Burnap, the 65-year-old co-owner of Santa Cruz Mountain Vineyard. "And with Jack Halterman's superb preparation, she was in perfect condition. On



IT'S THE RAGE!

LATITUDE 38/RICHARD



Commodore Tompkins in action. It's hard to tell if he's navigating, studying weatherfaxes, calling in their position . . . or 'relieving the watch'.

you'd say, 'Oh f--k, here we go again' . . . and just hang on. A second later there would be solid walls of water shooting up from both sides of the boat."

There were plenty of white knuckles aboard hard-driven Santa Cruz 50s during 'the fun race to Hawaii'.

Although she broke the all-time California to Hawaii monohull record, Steve Rander's highly handicapped *Rage* could correct out no better than third in class.

As mentioned in the last issue, **Doublehanded I** boats dominated this year's Pacific Cup. Naturally, they finished in class the way they finished in fleet: *Illusion* first, *Kangaroo Court* second, and *Wildflower* third.

The **Doublehanded Division II** entries took a beating in fleet. Jonathan Livingston and crew Tim Knowles sailed Livingston's Wylie 38 *Punk Dolphin* to 17th — the only Doublehanded II boat to finish in the top half of the fleet. The second boat in class, Alan Toma's Hawaii-based Olson 30 *Oa Oa*, with Jay Parry as crew, finished a whopping 18 hours back. Even further back in third was Steve Secor and Greg Alman — no, not Cher's ex — aboard the San Diego-based Olson 30 *Howling*.

With a big lead on the rest of their class, Livingston had time — way too much time,

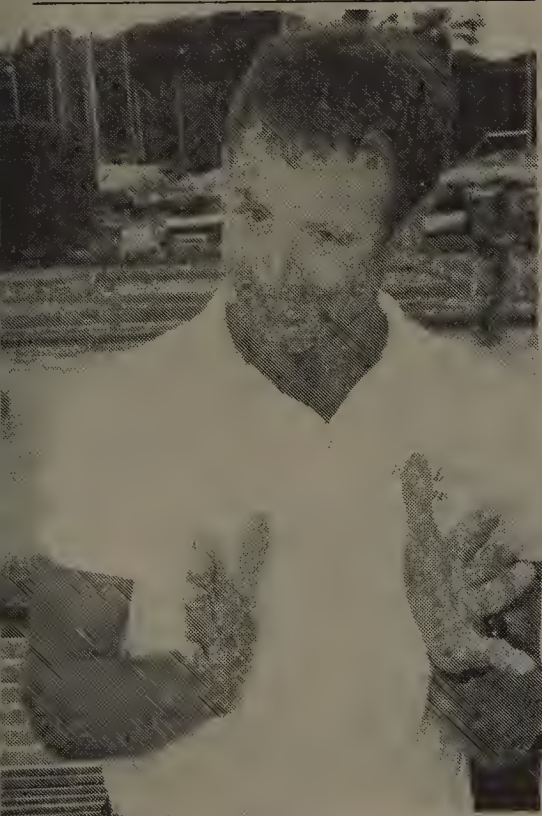
our fifth, sixth, and seventh nights of pitch black, it blew doors and we had bursts to 27 knots. There was one time when we felt as though we were free-falling down an elevator shaft, as we hit 22 knots for 30 seconds. In that half minute, I went from being giddy to believing I was going to die. Halterman and Heck told me they'd never gone so fast in a Santa Cruz 50."

But there's no getting three 290-mile days and three 270-mile — and perhaps the fastest California to Hawaii crossing with a Santa Cruz 50 — without that kind of hard-charging. "And the great thing is that we achieved our goal," says Burnap, "by finishing in 8 days and 26 hours!"

"It was white knuckly and noisy out there," agrees the boat's co-owner and navigator John Fraser. "Although they'd never admit it, our rockstars — some of the best sled drivers in the world — were scared. I sure was! During the third windy night we were going so fast and the boat was vibrating so badly that I just wanted to get off."

"The worst was when we'd be sailing along peacefully at 14 knots," remembers

Jonathan Livingston describing the waist size of his hallucinatory Oriental girlfriend — or perhaps how close they came to 'Tranquilo'.



Bruce Vessey, "and all of a sudden the boat would point down at a 30° angle — and keep going down for the next 30 seconds!"

"It was as though," Burnap concludes poetically, "the devil was sucking us into the end of the world. After that kind of stuff, 14 knots seemed like standing still."

The wonder of it all is that *Rollercoaster* even made it to the starting line. On the Fourth of July no less, the recently checked-out engine declared its independence by blowing up. And with just 30 hours to the start of the race, Seapower of Oakland began installing a new diesel. The first time the engine was used was when the crew rushed the boat across the Bay for the starting gun.

"Bill at Seapower was a godsend to us," reports a thrilled Burnap. "They worked for 20 hours straight to get our engine in, and it turned out to be the best installation — in terms of insulation, linkage and shifting — that we've ever had. I can't say enough great stuff about those guys."

Despite the brilliance of surfing through 35-knot squalls, the *Rollercoaster* crew also believes they won the race in the very early going. "It was only blowing about seven knots on the first day," says Fraser, "and it was borderline between carrying the chute or the 150. We went back and forth between those two sails 12 times in just 90 minutes to stay on the exact course we wanted. There were some — myself included — who thought this was foolishness. But Heck later explained that this was the race: by constantly switching between those two sails we were able to position ourselves for the best possible weather." Heck must have been right, because they finished 47 miles ahead of the second place *Octavia*.

The crew on Stew Kett's SC *Octavia* had spooky times, too. "We'd be sailing at a sustained 16 knots for five minutes interspersed with bursts to 22 knots," says Mike Evans. "I didn't think it was as scary as it was weird, but I got most scared when I was off-watch in my bunk. The boat would accelerate so fast that I'd be pushed back against the bulkhead. The G-forces were incredible, and it truly was like riding on a roller coaster. And the noise was deafening — even with ear-plugs and a T-shirt wrapped around my head!"

"We experienced the same 'hideous black pits' as our friends aboard *Rollercoaster*," continues Evans. "Santa Cruz 50s sail higher up on waves than most boats, so when you finally take off down a wave, it's at a steep angle toward the huge pit that opens up in front of you. It was wildest during the black nights, of course, when you couldn't see a thing. Feeling the boat take off down a wave,

WEST MARINE PACIFIC CUP '96, PART II —

apparently — to think about squalls: "My theory," he begins, "is that all squalls emerge from Puffer Farms, and they get bigger and nastier as they roll west with the trades. Spirits called Master Controllers reign over different quadrants of the ocean, and these MCs are always on the lookout for boats to attack with squalls. MCs take a karma reading on each boat, and forward the information to the Squall Lord, who renders his directive. If you've got good karma, your boat may be passed over, but if you've got bad karma you'd better look out.

"There are all kinds of squalls. If the Squall Lord thinks your karma is way out of balance, he might send you a Suck Squall, which is disguised as a normal squall but is where the air gets sucked up. By the way, it's important that all squalls be named. [In deference to our readers' sensibilities, we refrain from publishing any of names Livingston has used for squalls — ed.] The Squall Lord is also in charge of sending different kinds of nasty waves such as 'darters' and 'spitters'. A darter knocks a boat to leeward and spins you out. Spitters slap the quarter and splash the helmsman's face

with saltwater. Then there's . . ."

All right, Jonathan, enough of that. By the way, if anyone is looking to build an unusual house, architect Livingston has the credentials — official and otherwise.

One of the disappointments of the Pacific Cup was the relatively poor showing of *True Blue*, the reigning BOC 50 that was sailed by Rod and Malcolm Park. They finished in 9 days and 19 hours — about 19 hours slower than they felt they should have. A brute racer, *True Blue*'s interior consists of little more than a chart table, and her engine is used only to pump two tons of water ballast to different parts of the boat. Getting from the nav station — which dominates the interior of the boat — to the cockpit requires crawling through the narrow companionway.

"Our thinking was that the fastest singlehanded around the world 50-footer would be ideal for doublehanded to Hawaii," explains Malcolm. It might have

'True Blue' manhandled the father-and-son team of Rod and Malcolm Park. Inset; there were prizes for everyone after the race.

been had they had enough time to practice, but a tragi-comedy of mishaps prevented the boat from being ready to sail on the West Coast until just before the start.

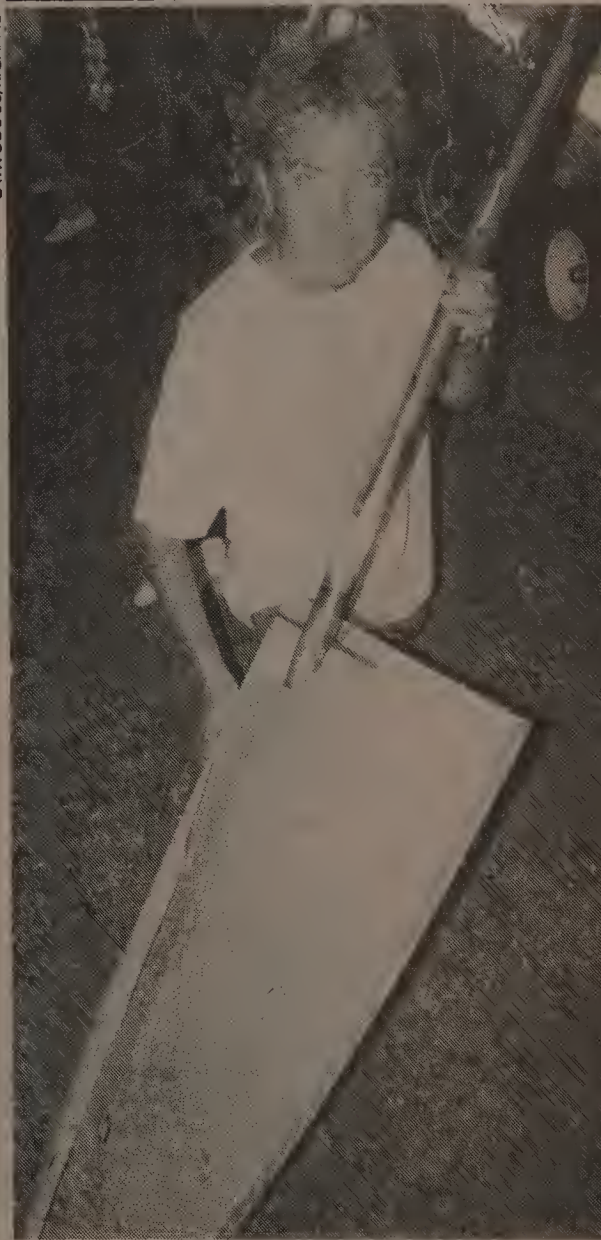
"*True Blue* has an staggering amount of sail power," continues Malcolm, "and the standard practice with monohulls is to apply as much of that power as you can. But with the wind anything aft of 115°, it was a grotesque mistake to try to utilize all of it. Near the end of the race we discovered that you have to sail her like a catamaran — or more accurately, a 'monomaran'."

"It wasn't until the last two days," agrees Rod, "that we came to the realization that all *True Blue*'s sail area was for one thing — light air beating when crossing the doldrums during the BOC. When we finally learned to carry much less sail — such as a reefed main and a small asymmetrical chute — and when we learned to head up 15° to build speed before working down to our intended course, the boat was fabulous. Our top speed was only 22 or 23 knots, but where *True Blue* excels is that her 'base speed' is 15 knots



IT'S THE RAGE!

LATITUDE 38/RICHARD



Races to Hawaii are notoriously hard on rudders. 'Sting' broke hers and floundered for 10 days. This is the Olson 30 'Howling's', which flopped back and forth but didn't actually snap off.

Later I thought, 'Wow, it's 16,000 feet deep out there.' But I actually enjoyed it, as it was a life experience. And the second time was easier because I'd figured out a better way to get back aboard."

— That *Oaxaca*, which lost her rig 11 days before the start, even made the race is a tribute to the altruism of Northern California sailors and the marine industry. "Spar builders told us the quickest they could put one together was 10 weeks," remember owners Dick and Patti Cranor, "but we only had seven days. With the help of a lot of people, we were able to rent *Racy II*'s backup rig, which was already being rented to Bill Leroy. Then we got help from about 15 people in getting it installed and tuned. They were great!

"The boat's above our skill level today," admits Cranor, "and we had a pretty rough race. But my wife — whom you have to absolutely pry off the wheel — and I just love

how smart, strong, dedicated, and mentally tough a woman such as Isabelle Autessier must be to race one of these singlehanded in the Southern Ocean," says Malcolm. "After just five days of a comparatively easy Pacific Cup, Dad and I simply collided with a wall of exhaustion."

"Even though our rating meant we didn't have a chance to win, I want to commend the Pacific Cup for allowing us to enter a developmental boat such as this," says Rod. The TransPac has been protecting the sled fleet by prohibiting boats like *True Blue*, and I don't think that's been smart. Unless I could race in a boat like this — or a perhaps a multihull — I don't think I'd do it again."

Other goodies from the Reporter's Notebook:

— It's an inconceivably gigantic ocean out there, but competitors still crossed paths. "The scariest moment we had," remembers Ben Rifkin of *Tranquilo*, "was in the middle of one night when *Punk Dolphin* suddenly appeared and appeared to do their very best to try and ram us. We had to crash jibe to avoid being hit. After they passed, I got on the radio and told them they made us rip our toenail."

"Oh, /that's what you said," laughed Jonathan Livingston of *Punk Dolphin* when he and Rifkin met at the Kaneohe YC after the race. "We thought you told us you ripped your toenail. Knowles and I couldn't figure out why you'd want to tell us something like that."

— Hand-starting even a small diesel is nearly impossible, but the crew aboard John Duler's Swan 47 *Tacony Palmyra* not only did it, they did it with a 75 hp Volvo. "First we removed the glow plug," recalls Paul Kamen, "then we replaced the two refrigeration belts with sail ties. So we had two guys pulling on the sail ties, one guy working the hand crank, and another guy hitting the starter because there was still a little juice left. It was really dramatic, as one cylinder caught and coughed, then another and another until it was running again. It reminded me of Jimmy Stewart in *The Flight of the Phoenix*."

— Nobody likes going overboard in the middle of the Pacific when it's blowing 25 knots and the seas are up. Curt Frederickson of the SC *Oaxaca* not only did it, he did it twice for a total of 45 minutes to help free a spinnaker guy that was sawing a big gash in the rudder after a spinnaker mishap.

"I didn't have time to be afraid," says Frederickson, "because the boat was rising and falling about 10 feet in the swells and I had to be sure I didn't get hit in the head.

rather than 10. The most miles I'd ever done in a day had been 240, but by the end of this race we'd we clicked off 295 and then 305 miles — and we later found we'd been dragging some fishing net."

The worst thing you can do for boat speed, the Parks learned, is to sail your boat into a big fishing net. "When *True Blue* hit that net we went from about 16 knots to 5 knots in just seconds," says Malcolm. "Looking over the side, we could see the net snagged on our 12-foot deep keel. It was blowing about 28 and there were 12-foot seas, and my Dad asks me if I want to jump in and try to cut it free! But I have three rules for shorthanded sailing — and life: 1) Don't go overboard, 2) Don't get sick, and 3) Don't get hurt."

Rod, 63, has raced in 10 TransPacs and one Singlehanded TransPac, and Malcolm, 35, has done nine races to Hawaii. So the two know their way around racing boats. Nonetheless, they found *True Blue* to be brutally difficult to sail and extremely wet. "I now have a much deeper appreciation of



LATITUDE 38/RICHARD

PACIFIC CUP '96, PART II

the boat and we'll be back for lots more."

— One of the biggest messes in the race was made when *Volcano*, the Orange Coast College's Frers 64, got the 'roly polys' at the hands of a novice driver. When she finally went down hard for the count, two chutes were lost overboard from the foredeck — and nearly one of the crew, too. But that was the least of the damage, as it was lunch time and Sloppy Joes were being served down below! Can such a mess ever be cleaned up? Barbara Marrett, who was aboard the boat to get to Hawaii to present provisioning and cooking at sea seminars, no doubt took some notes.

— Commodore Tompkins really did spend about 12 hours a day in the head of *Mustang Sally*, the WylieCat 30 he was helping doublehand. Recognizing the importance keeping as much weight as possible on the starboard side in a race to Hawaii, the toilet, the radios, the weatherfax were all jammed into the little starboard quarter-berth area. The nav table is nothing but a flat board that you put down after you sit on the toilet seat, a board that 'locks' you into the quarter berth/head.

After coming off his most-of-the-night long watches, Tompkins would enter the



LATITUDE 38/RICHARD

Barbara Marrett was overcome with the giggles when she recalled the Sloppy Joe 'eruption' aboard 'Volcano'.

quarter berth / head, sit on the head, and fold down the navigation table. He could then: 1) Take his morning constitutional, 2) Plot their course, 3) Radio in their position, 4) Check the weather, and 5) Put his body weight to near maximum efficiency as

ballast. Before you laugh, recall that the two-man crew, with a combined age of about 120 years, corrected out sixth of 60 boats.

— The best prank of the Pacific Cup was pulled by Jeff Erdmann and Mark Coleman of the Deerfoot 62 *Moonshadow*. Each day for six days, they took a VHF radio and a headset into the head — and called *Moonshadow* pretending to be competitor *Fast Company*. Even though *Fast Company* was 180 miles back, the pranksters taunted the rest of their *Moonshadow* crew by telling them they smelled the pancakes they were making for breakfast, what sails they had up, and even the contents of owner George Backus' e-mail messages back home. The rest of *Moonshadow*'s crew remained totally baffled until Jeff and Mark walked out of the head one day while broadcasting as *Fast Company*.

The only way to truly appreciate what a terrific event the West Marine Pacific Cup has become is by participating yourself. And if '98 looks like it might be your year, don't dally too long, as it's almost certain to be another sell out. The Pacific Cup is that much of a 'fun race to Hawaii'.

— latitude 38

We cover the Waterfront and each of the Seven Seas



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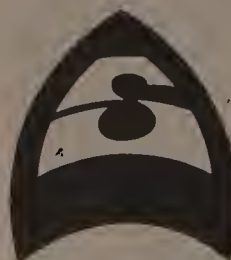


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NO WRENCH

After almost 12 years of nonstop working ashore, Lorraine and I are finally back into the cruising lifestyle in the Sea of Cortez. Thoughts of real estate sales, property management, marine stores, work and land life fade quickly. Now our minds are occupied with mundane things like maintaining our boat, savoring fresh seafood and outguessing tomorrow's weather.

Our refurbished Angelman ketch *Southern Cross* swings peacefully on her hook in the clear, turquoise water of Bahia Marquer, a great summer anchorage on the southwest coast of Isla Carmen near Loreto. A comfy 10-knot breeze flaps the awnings, cools the boat and spins my ancient Redwing wind generator — one of many items carried over from our last boat, the Columbia 30 *Samba Pa Ti*, which we sailed to Mexico from San Francisco way back in 1982.

Our wind generator had been stored for all those 12 years, and when I first hoisted it here in Mexico, it didn't work. Fortunately, I had spare brushes aboard, so I popped them in and presto: free amps.

Whether you're cruising in foreign countries or daysailing on the Bay, there is no substitute for the proper spare parts when repairs are needed. Spares may not be critical if you can get a tow back to your slip and drive to your local marine store. But if you're racing offshore, a spare steering cable might prevent a last place finish, a DNF, or worse. If you're trailer-boat sailing on a remote mountain lake, an extra turnbuckle could make the difference between a super or a spoiled vacation. Of course, the importance of an adequate spare parts inventory aboard a vessel voyaging across an ocean cannot be overstated.

'Southern Cross' in repose — without her no-wrench pennant up.



How does a weekend sailor decide what spare parts to buy? How does an ocean voyager planning a circumnavigation stock and maintain an onboard mini-chandlery? Start by reviewing the accompanying list of recommended spares for cruisers. Few voyagers will need everything on the list, and of course, it's impossible to include every conceivable part. My list is a guide for those planning offshore trips, but it's also useful as a memory jogger/checklist for all sailors.

Lake and Bay sailors, coastal cruisers, or those with newer boats will not need as many reserve parts as world cruisers, but you

never know where you'll be when something important breaks. Experienced racers probably have plenty of spare blocks and shackles, but they should also carry extra bulbs for their running lights. If you are a trailer-sailor, you probably already pack an extra Bearing Buddy or two, but how about extra bulbs for your trailer lights, too?

If you plan to sail to unfamiliar ports, remember special or unique items on your boat like spare gaskets and an extra "jiggler" for your pressure cooker. Do you have an extra transom plug and rebuild kits for the valves on your inflatable? How about replacement cups for your anemometer and



partment, nook and cranny on the boat, along with the contents of that particular area — one page per space. From the beginning, we've tried to keep related items in close proximity: engine parts in one area, for example, pump spares in another and so on.

Then we write down the description and amounts of each

item, and leave room for changes as things are used and replaced.

When something is removed, it must be deleted from the inventory. That's paramount. I hate tearing apart the boat searching for something that's no longer there. At the same time, if we use an item that we want to restock, we write it down on a separate "to order" list. Then, next time we're in port, we'll buy or order parts to replace the ones we've used.

Unfortunately, as many a cruiser will tell you, getting the correct parts from abroad may be difficult, especially if your boat has old or outdated components, like the original 1960 4-cylinder Dagenham diesel in *Southern Cross*. We felt fortunate indeed to locate a parts dealer (Quivera Marine Service in San Diego), so we stocked up on gaskets, injectors and so forth before casting off the docklines. Eventually, we'll have to order

and Dorothy Wood of the formerly Alameda-based steel yacht *Gigolo* showed us how they tape an inventory page listing all the contents on the underside of each storage bin lid and inside locker doors. They just cross things off as they use them, a super idea.

an extra screen and burner for your propane barbecue? Special bearings and brushes for the wind generator? An extra bobbin case and belt for the sewing machine? Don't get too carried away, however — or you'll end up having to add "get a bigger boat to carry all this stuff" to the list.

Once you have all these valuable spares aboard, what's the best way to organize and store them? Most ocean voyaging boats keep a written inventory of food, supplies, spare parts and so on. This is especially handy if you need to find something in a hurry. We learned all about inventory lists from Bay Area sailors Tom and Joan Caldwell, who have lived aboard and cruised for almost 15 years. (They left Berkeley in 1981 and sailed their *Mariner 31 Azurlite* from Alaska to Nova Scotia and back to San Francisco. They are now cruising the intercoastal waterway.)

Joan was happy to teach us about her 'bible'. (*Azurlite's* written inventory was maintained so religiously, it qualified for the nickname.) Anytime Tom needs a teak plug or pump impeller, Joan flips through the bible, goes right to a particular locker and soon has the item in hand.

Of course, each boater finds a way to use the inventory that works best for them. Gary



Even 'wrench days' are good for a few laughs when you're trying to clear a clogged air line by dripping raw gasoline through it.

On *Southern Cross*, we keep our inventory in a looseleaf binder. In the pages of *The List*, we've named every locker, com-

something from abroad. Considering the time and money this is likely to cost, Lorraine and I want to make sure that the correct part arrives at whatever port we're in, so we're making up a "data sheet" for our boat.

Steve and Tommie Flanagan, the folks

ALL PHOTOS ROBERT J. COLEMAN

NO WRENCH



CRUISER'S SPARE PARTS CHECKLIST



⚓ MECHANICAL ⚓

Engine/Generator Spares

Injectors, lines, sealing washers, or
Plugs, points, condenser, rotor & cap
Raw water pump and impellers
Gasket set(s) and crankshaft oil seals
Starter/solenoid
Engine fresh water pump
Fuel pump (mechanical/electric) + diaphragm
Reserve alternator
Alternator belts
Glow plugs
Oil filter cartridges
Fuel filter cartridges
Extra gasket material
Replacement engine hoses
Raw water strainer screen and o-rings
Thermostat
Oil pressure sending unit
Temperature sending unit
Extra pencil zincs
Replacement shift & throttle cables
Extra propeller, prop puller
Spare castle nut (prop nut)
Extra key stock (1/4", 3/16") for shaft keyway
Stuffing box packing
Engine oil
Transmission fluid
Oil absorbent pads
Large assortment of screws, bolts, nuts, etc.
Assortment of stainless threaded rod

Refrigeration

Refrigerant, refrigeration oil
2 Dryers
Expansion valve
Guages and/or charging kit
Compressor
Compressor Belts

Outboard

Plugs
In-line fuel filters
Water pump impellers
Propeller
Sacrificial zincs anodes
Fresh water flusher
Gear Oil
Starting cord

MECHANICAL (cont'd)

Shear/cotter pins
Points, condenser (if applicable)

Steering

Spare wire and u-bolts for cables
Spares/rebuild kit for steering vane
Spare plywood "vane"
Autopilot belts for belt drive
Extra chain for chain drive
Plastic mounting brackets for autopilot
Extra compass or special parts for autopilot binnacle
Extra autopilot relays, circuit boards
Emergency tiller
Hydraulic fluid, filter, and fittings

Windlass

Gear oil
Grease
Circuit breaker or fuse
Chain, sprockets if applicable
Foot switch and rubber

⚓ ELECTRICAL ⚓

Bulbs

Running lights (masthead light, steaming light)
Anchor light, deck, or spreader lights
Cabin lights, engine room lights
Compass, autopilot/binnacle
Flashlights

Switches

Toggle, push/pull, ignition
Automatic bilge float switch
Assorted circuit breakers
Propane switch/solenoid
Battery switch

Other

Fuses for radios, sat nav, autopilot, stereo, GPS, alarm, bilge pumps, radar, depth sounders, etc.
Marine grade wire in all sizes
Assortment of connectors, heat shrink, clamps & wire ties
Diodes (solar panel/wind generator)
Solder, flux
Extra Coax connectors (PL259) and cable
Coax Seal
Thru-deck cable fittings and plugs
In-line fuse holders
Emergency VHF antenna or handheld VHF
Emergency HAM antenna



CRUISER'S SPARE PARTS

ELECTRICAL (cont'd)

12 volt plugs and sockets
Hydrometer for monitoring batteries
Distilled water for anchor lights, RDFs, flashlights
Batteries for anchor lights, RDFs, flashlights
cassette recorder, camera, calculators, etc.
Brushes for motors and generators
Silicone grease for corrosion protection on battery terminals, connections, etc.
Electrical tape

⚓ PLUMBING ⚓

Spares Kits for

Pressure fresh water pump (+ pressure washer)
Hand fresh water pump
Electric bilge pump
Shower sump pump
Manual bilge pump
Anchor washdown pump (+ pressure washer)
Oil change pump
Fuel transfer pump
Head (plus extra piston o-rings and pump)

Watermaker

O-ring/seal set
Filter cartridges
Sea strainer screen
Biocide/cleaning solution
Pressure pump oil
Pressure pump seal and valve kit

Other

Assorted seacocks (ball-valves)
Assortment of hoses for all applications
Assortment of plastic and bronze elbows, adapters, check valves, etc.
Extra Y-valve
Stainless steel hose clamps in all sizes
Fresh water filter cartridges
Assortment of O-rings and faucet
Water heater element and thermostat
Teflon tape, pipe joint compound
Copper plumber's tape

⚓ RIGGING/SAILING ⚓

Rigging

Wire as long as longest stay or shroud
Assorted lengths and sizes of wire
Line as long as longest halyard
Turnbuckles, toggles
Sta-loq or Norseman end fitting
and extra cones
Nicopress sleeves and thimble

who started the original Pacific Marine Supply came up with the Data Sheet before they sold their "candy store" — and it's a great idea for cruising boats. *Southern Cross's* Data Sheet, if we ever get it completed, will detail the make, model, year and especially *serial number*, if applicable, for the engine, the generator, every pump, radio, winch and so on. Should you decide

to make one for your boat, you may also include special suppliers and their phone numbers.

Leave a copy of your Data Sheet with the friend who's volunteered to be your stateside 'go-fer'. Or with a chandlery that not only carries or has access to all kinds of parts, but also knows how to ship them to remote places. Carry the original Data Sheet — along with a number of spares you've run off

on a copying machine — with you while you travel. When you order a part from abroad, either fax or mail a copy to your stateside

SPARE ECKLIST



RIGGING/SAILS(cont'd)

- Shackles to fit all applications
- Extra blocks and replacement sheaves
- Winch pawls, springs, grease
- Assorted clevis pins, cotter pins, and rings
- Splicing fids
- Whipping twine
- Stainless or Monel siezing wire
- Assorted lengths and sizes of polyester line and shock cord for lashing, tie downs, etc.

Sails/Canvas

- Sail hanks, slides, shackles, plastic chafe protectors, and sail repair tape
- Assorted pieces of sail cloth in various weights for repair of all sails
- Acrylan material for dinghy covers, etc.
- Clear plastic for dodger window repair
- Beeswax for whipping and lubricating sail track
- Assorted needles and thread, sewing awl
- Assorted snaps, twist fasteners, grommets, etc.
- Assortment of webbing, buckles, and velcro

MAINTENANCE

- Sacrificial zinc anodes
- Fiberglass cloth, matt, and roving
- Paint, varnish, thinner, solvents, acetone, etc.
- Muratic acid, baby oil, salt water soap, Biobor
- Brushes, scrapers, rollers, sandpaper
- Lan-o-cote, T-9 or WD-40, silicone spray, etc.
- Caulking—polysulfide, polyurethane, silicone
- Tapes—duct, masking, rigging, chafe, etc.
- Adhesives—Hypalon, gasket, contact, epoxy
- Bronze wool, metal polish, wax, bilge cleaner
- Throw-away and heavy-duty rubber gloves

MISCELLANEOUS

- Spare wicks, mantles, chimneys for lamps
- Mosquito coils and netting
- Waterproof matches and butane lighter
- Various size funnels
- Extra home country flag
- Spare caps and gaskets for jerry jugs
- Collapsible water jugs
- Spare winch handle, oars
- Teak / mahogany plugs
- Extra chain, anchor line, and anchors
- Replacement hinges, hasps, catches, etc.
- Stove burners, needles, nipples, packing, etc.
- "Fit-All" deck plate key
- Replacement deck plate caps & O-rings
- Dinghy repair material/kit

Another tip: make sure your spare parts work properly. Since *Southern Cross* was built in 1961, we've replaced almost every-

the beautiful ferrocement sloop *Excalibur*, had to make the long bus trip home from Loreto to San Diego to return a new alternator because it's impossible to get warranty work done in Baja.

Downwind Marine in San Diego does an exemplary job getting parts and items to



One use for a no-wrench day: a Tortilla-making class!

thing on the boat except the engine. And we've kept most of the old, functional parts we've replaced, so we know we have 'working spares'. How can you make sure your spares work? When we bought a new alternator, we installed it and kept the old functional one for backup.

Lastly, before heading up to the Channel Islands for that once-a-year vacation or out to sea on your once-in-a-lifetime cruise, take some serious shakedown cruises. Get away from the dock and test everything, especially charging and refrigeration systems and new gadgets. We have encountered many cruisers who had problems with new boats and/or new gear. Howard and Stephie Conant aboard the 50-ft aluminum *Holy Grail* suffered with a brand new inverter that continually blew capacitors, and it took them months to get their new windlass working properly.

Shearwater, a classic 1929 schooner, completed their refit just before leaving the States this past spring, and their new watermaker worked for a total of 15 minutes. Their brand new autopilot never worked at all. Jenny Lawrence, first mate on

people in Mexico, and they are happy to do it. But much aggravation and expense, especially with new gear, could be avoided by shakedown cruises. It's a common joke around the docks that shakedown cruises are to be avoided because things break, but that's the idea — better in here than out there.

Of course, things break everywhere. Roger and Pat aboard *Victory* refer to cruising as "fixing your boat in exotic ports." And so it is at times. But with the proper spare parts, repairs are quicker, easier and safer than with jury rigs.

The hot evening sun just slipped behind Baja California Sur leaving a bronze sky

*It's a common
joke around the
docks that shakedown
cruises are to
be avoided
because
things break.*

over the lavender Sierra de la Giganta mountains. It's time to take down the awnings and wind generator, barbecue some dorado, and celebrate another "No Wrench Day" aboard *Southern Cross*. That's what

contact with the appropriate part or parts highlighted. Your friend or friendly store should understand exactly what you need and where to get it.

NO WRENCH DAYS

MANUAL LABOR

On *Southern Cross*, Lorraine and I strive for self-sufficiency — which of course includes doing our own repairs whenever possible. Without the proper manuals and instructions, however, we'd be lost. So besides our on-board stock of spare parts, we carry a plastic file box full of diagrams, manuals, parts lists and schematics for every piece of gear and system on the boat.

For taking apart and rebuilding small devices like toilets and bilge pumps, we use the manufacturer's "blow-up" diagrams. Some are simple sketches. Others include troubleshooting sections and rebuilding instructions. They often contain a complete list of part names and numbers, too.

For major repairs on the engine, generator and outboard., we bought and carry

comprehensive "Service" or "Shop" manuals. Fortunately, our boat came with a service manual for the generator, but we had to search long and hard to find one for our 34-year old Dagenham engine. This time-worn book contains specifications, tolerances, dismantling procedures, rebuilding instructions and overhauling tips that are simply not available anywhere else. There's even a full parts list, which many engine manufacturers sell separately from the manual.

Naturally, some repairs are beyond our capabilities. But whether we attempt them ourselves or hire a professional repair person in a foreign port, our manuals are invaluable. If you don't have or can't find a manual to buy for a particular piece of equipment, see if you can borrow one long

enough to copy pertinent pages. Full parts lists are particularly important to have aboard, and make extra copies so you can highlight or circle specific parts to help facilitate ordering replacements.

Our file box also holds schematic diagrams for all the electronic gadgets on board. Neither of us has the training to fix a modern radio, but everywhere we travel, we'll probably be able to find someone who can. Since an electronics repairman without a schematic is like a sailor without a chart, we are prepared.

One last tip: Whenever we come up with a unique solution or special technique not covered in the manuals, we make notes right in the manual or draw and store our own diagrams to remind us next time.

from Pinnaped's spreaders. Maybe he just forgets to put it up.

Remember, according to Chapman's rules of flag etiquette, you can't fly the No Wrench flag unless *everything* is working properly on

your boat. If something is broken and you're waiting for parts to arrive before you can fix it, those days don't count simply because you don't pick up a wrench.

Since we have a good supply of spare

parts on board *Southern Cross*, we fix things right away and enjoy lots of No Wrench days. Those are the best kind in the fabulous Sea of Cortez or anywhere.

— robert j. coleman

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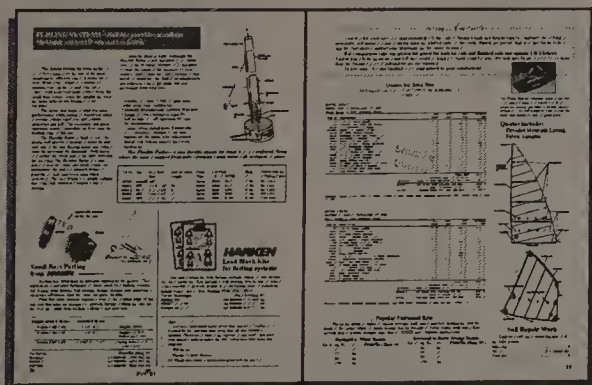
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BIG BOAT SERIES —

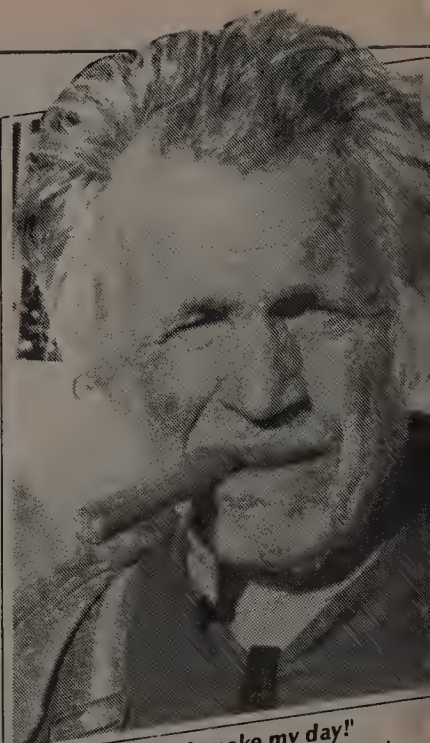
St. Francis YC's 33rd Annual Big Boat Series was Babe Ruth swatting his 60th homer, Dwight Clark making 'the catch', Nadia Comeneci hitting that first perfect '10' on the uneven bars — a high point in our sport that will be held up in years to come as one of the finest hours in Bay Area yacht racing.

Just as fabulous was the post-race celebrating ashore. Everywhere we looked we saw old friends, new friends, visiting dignitaries, sailing superstars — all with smiles as big as the Series itself. We couldn't help ourselves: we put our cameras on full automatic, slammed in a clip started shooting.

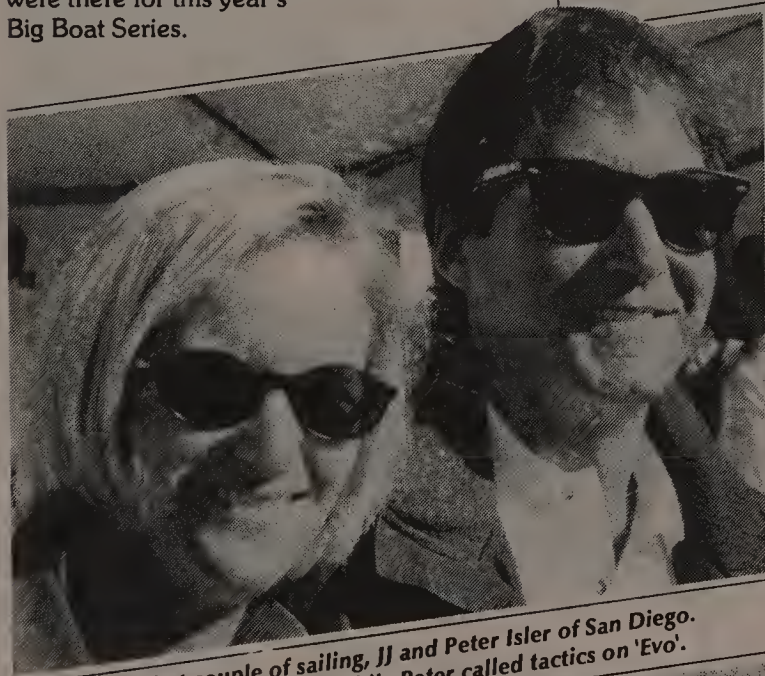
Elsewhere in this issue, you can read about who did what to whom during the racing. But the real focus of *Latitude* has always been on the people in the sport — and as you can see, just about all of them were there for this year's Big Boat Series.



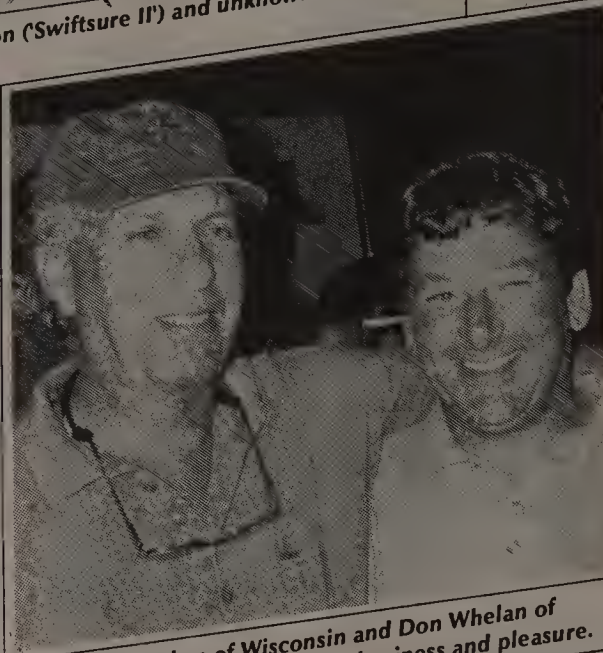
Peter Cameron ('Swiftsure II') and unknown admirers.



'Go ahead, make my day!' Carl Eichenlaub of 'Cadenza'.



The first couple of sailing, JJ and Peter Isler of San Diego. JJ steered 'Steinlager', while Peter called tactics on 'Evo'.



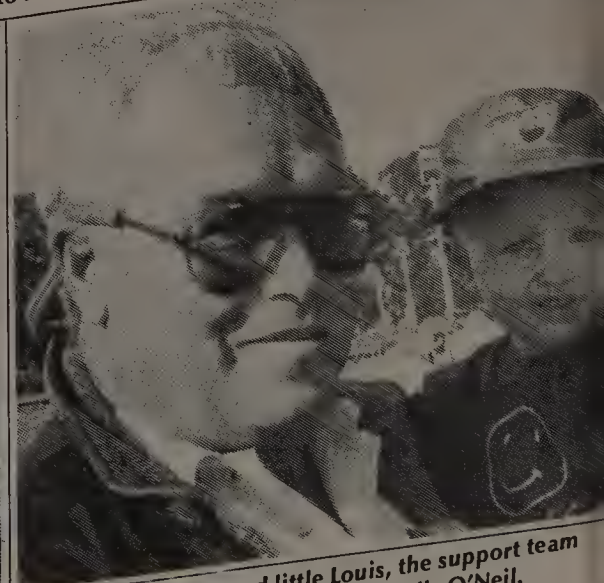
Peter Harken of Wisconsin and Don Whelan of San Diego managed to mix business and pleasure.



Steve Dodd of 'It's On' and Janet Popp.

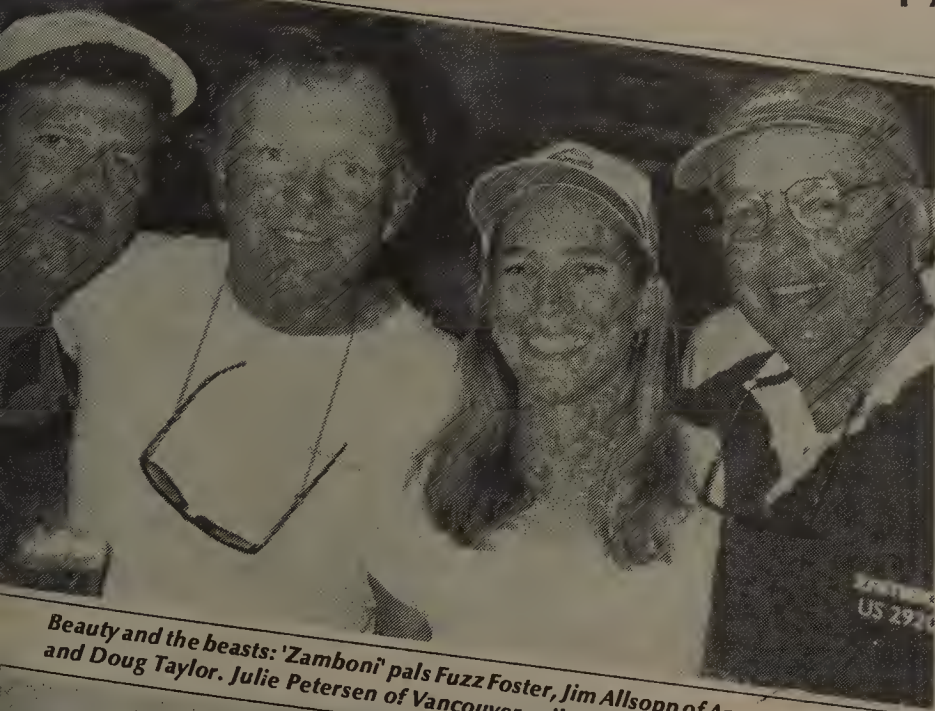


Jim Pugh, Stephanie Reichel, Tom Ducharme and Bill Twist, who chartered the ID-48 'Replicant' for the series.

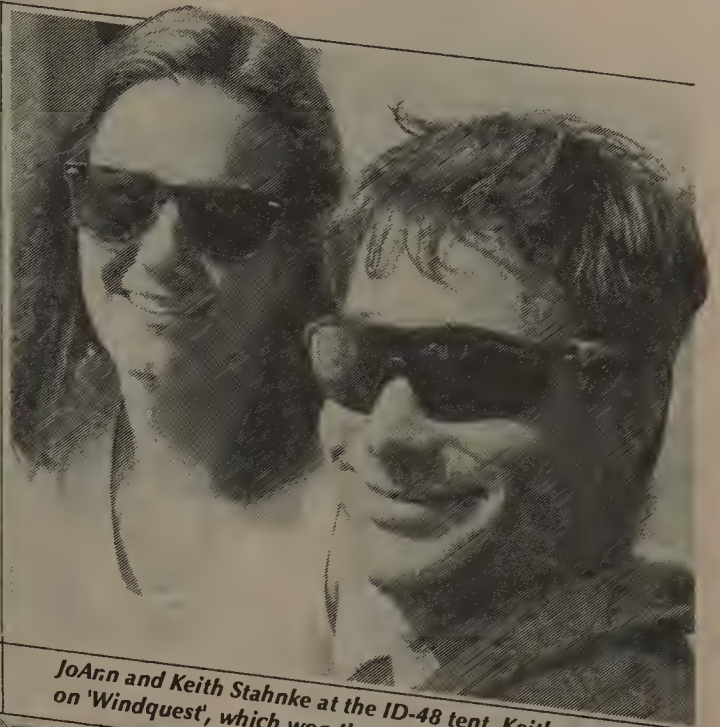


Gerry Henson and little Louis, the support team behind Seattle photographer Kelly O'Neil.

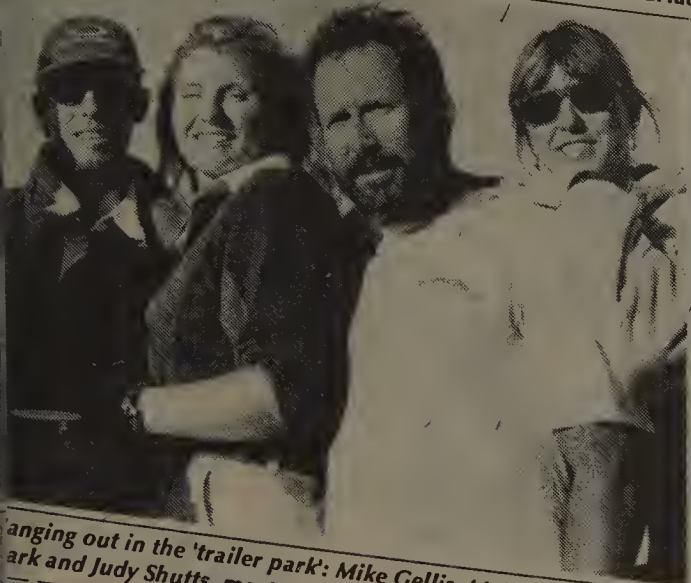
FACES IN THE CROWD



Beauty and the beasts: 'Zamboni' pals Fuzz Foster, Jim Allsopp of Annapolis, and Doug Taylor. Julie Petersen of Vancouver sailed on 'Surface Tension'.



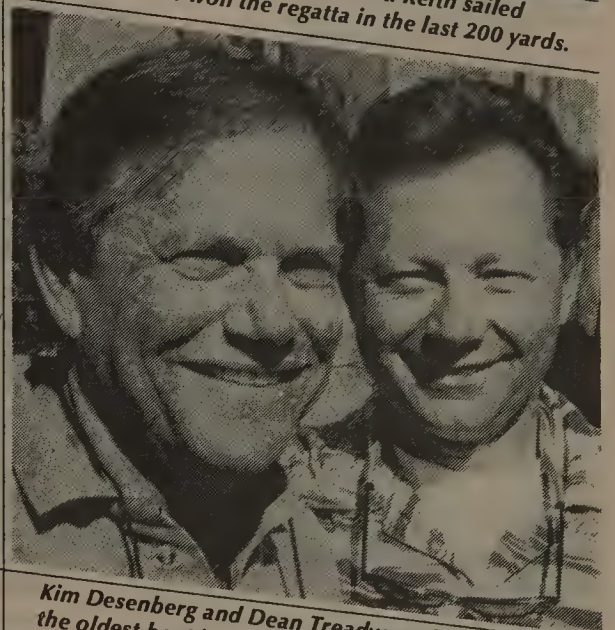
JoAnn and Keith Stahnke at the ID-48 tent. Keith sailed on 'Windquest', which won the regatta in the last 200 yards.



Hangin' out in the 'trailer park': Mike Gellis, Molly McCloud, and Judy Shutts, most of whom sailed on the ill-fated 'GI'.



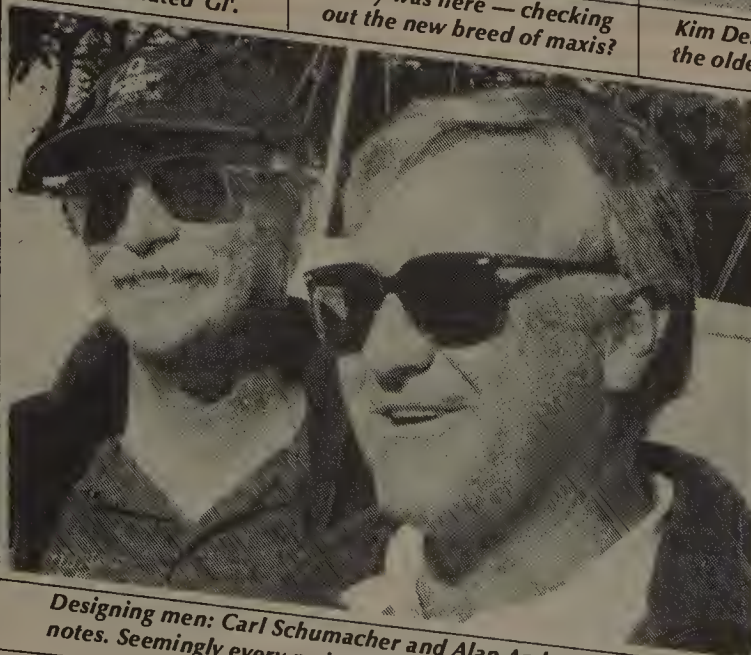
Kilroy was here — checking out the new breed of maxis?



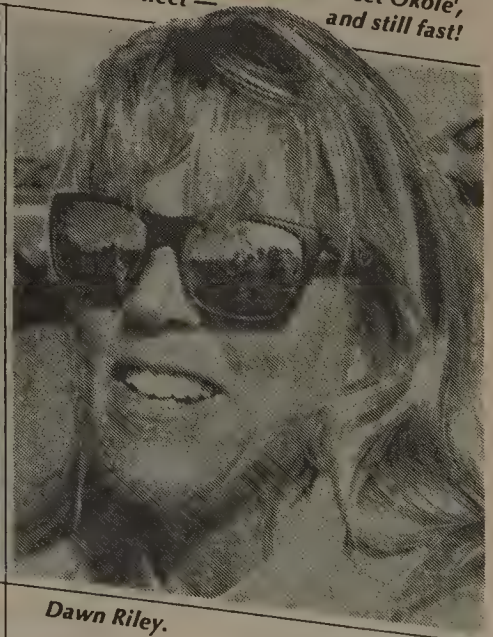
Kim Desenberg and Dean Treadway of 'Sweet Okole', the oldest boat in the fleet — and still fast!



Rod Davis steered 'Falcon 2000'.



Designing men: Carl Schumacher and Alan Andrews compare notes. Seemingly every major designer in the country was here.

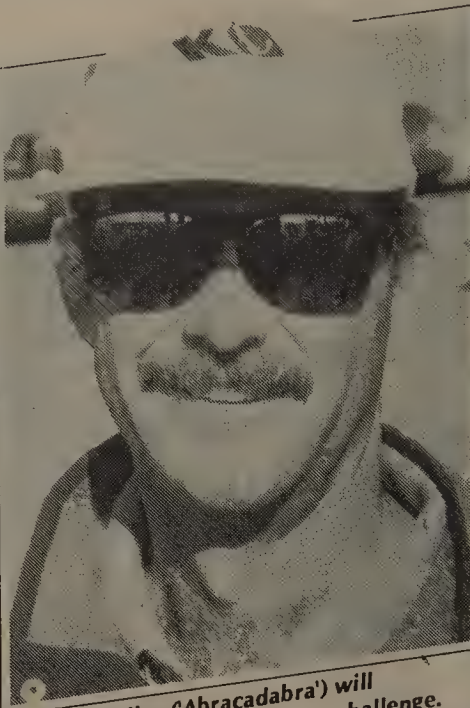


Dawn Riley.

BIG BOAT SERIES —



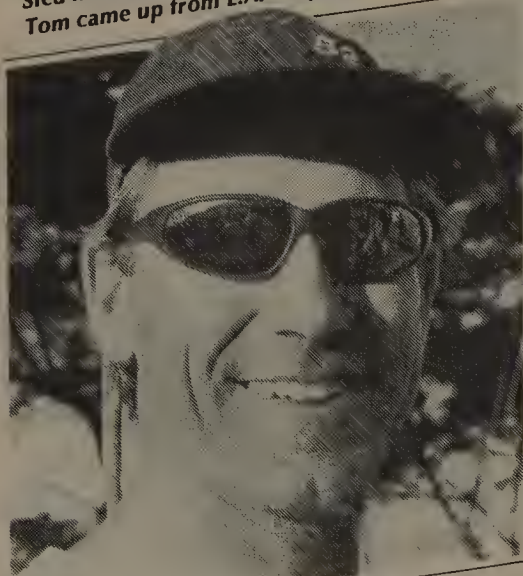
Sled madam Peggy Redler and husband Tom came up from L.A. to spectate.



John Koliuss ('Abracadabra') will skipper Waikiki YC's A-Cup challenge.



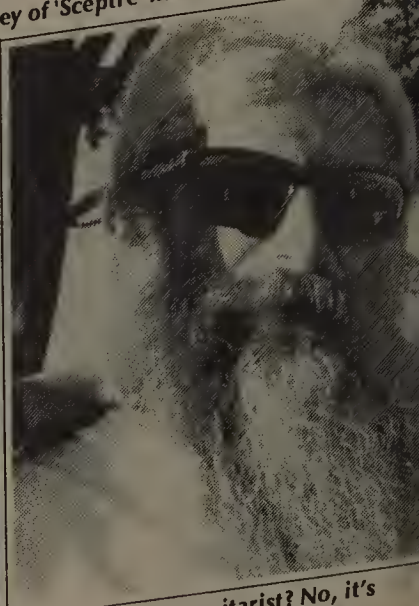
"Boats? Oh, we thought it was the Big Bucks Series!" Joan Garre and Chuck Riley of 'Sceptre' flash their credit cards.



Even Bob Smith ('Elyxir') came out of retirement for this year's series.



Christy Robbins and Brandon Paine. 'Brando' stayed on the waterfront and did a great job of running the Press Center.



ZZ Top guitarist? No, it's Jon Shampain of 'Elyxir'.

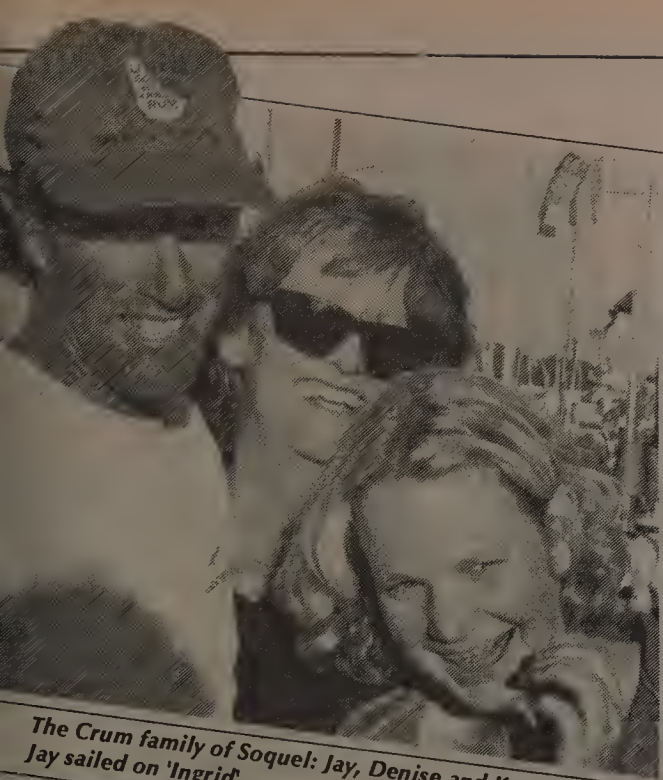


Malcolm Park, JimBob Barton ('Sceptre') and Ian Klitz. Malcolm and Ian sailed on 'French Spirit'.



Robbie Beddingfield ('GI') and Peter Tong, owner of 'OE' and president of the sled group for three more months.

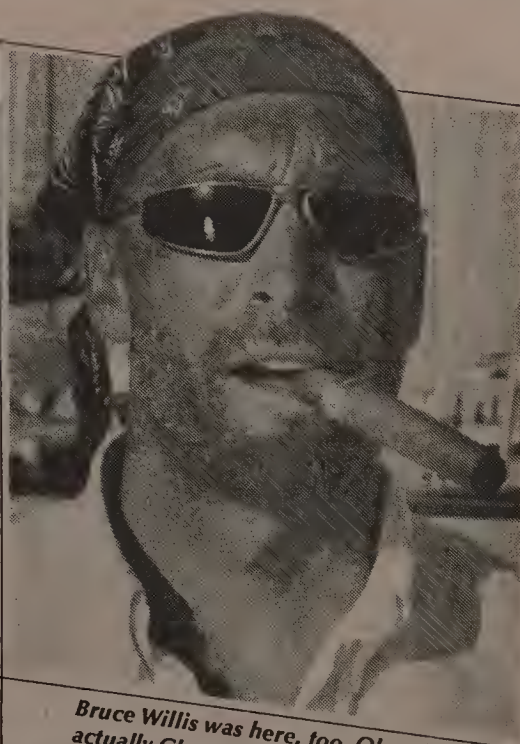
FACES IN THE CROWD



The Crum family of Soquel: Jay, Denise and Kasey. Jay sailed on 'Ingrid'.



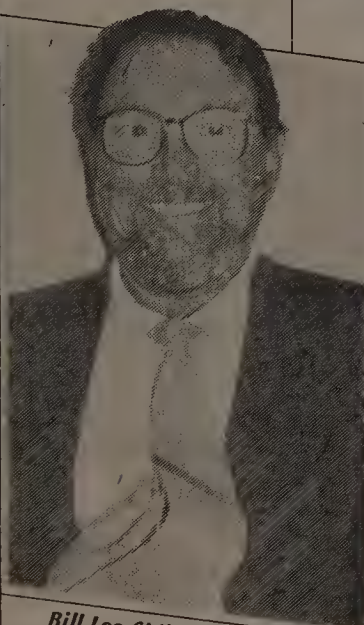
Phil and Natalie Kaiko share a quiet moment.



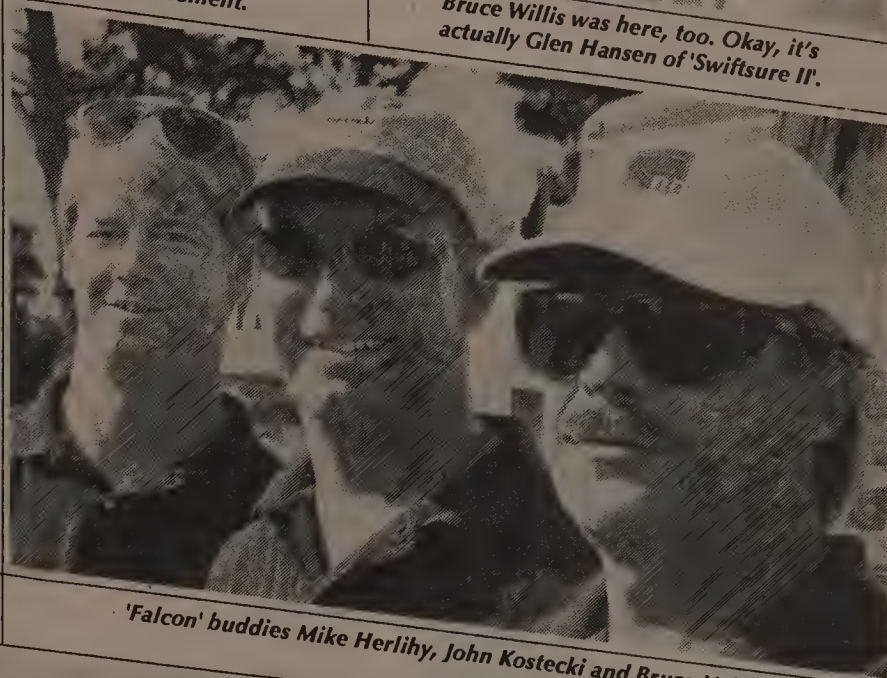
Bruce Willis was here, too. Okay, it's actually Glen Hansen of 'Swiftsure II'.



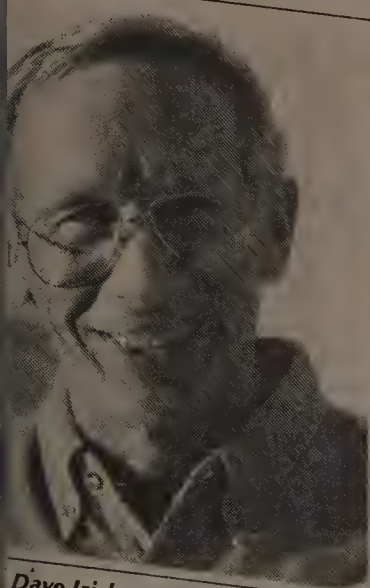
Mini-hippie Erik Shampain also crewed on 'Elyxir'.



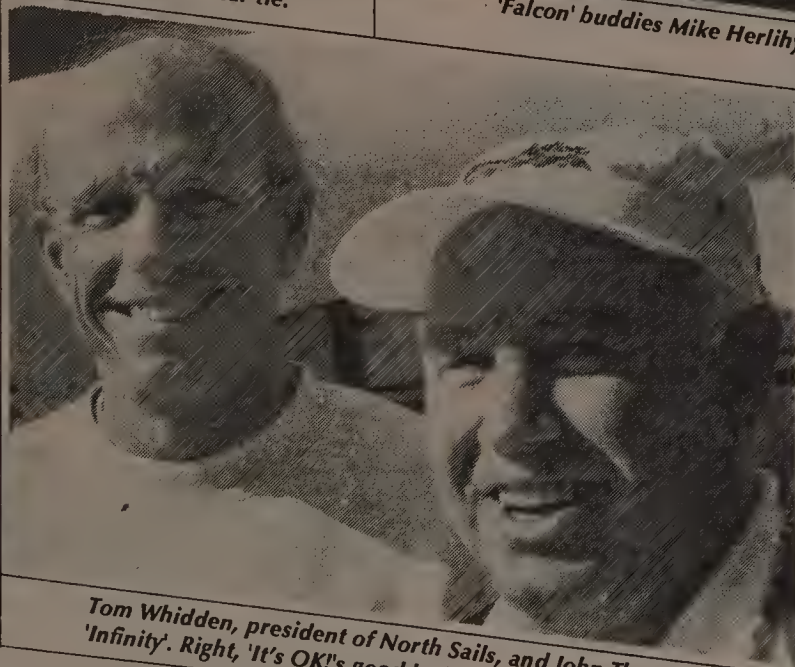
Bill Lee ('Mirage') models his new reefable kevlar tie.



'Falcon' buddies Mike Herlihy, John Kostecki and Bruce Nelson.



Dave Irish, grand poobah of US Sailing.



Tom Whidden, president of North Sails, and John Thomson of 'Infinity'. Right, 'It's OK!'s good luck gargoyle takes a beer break.



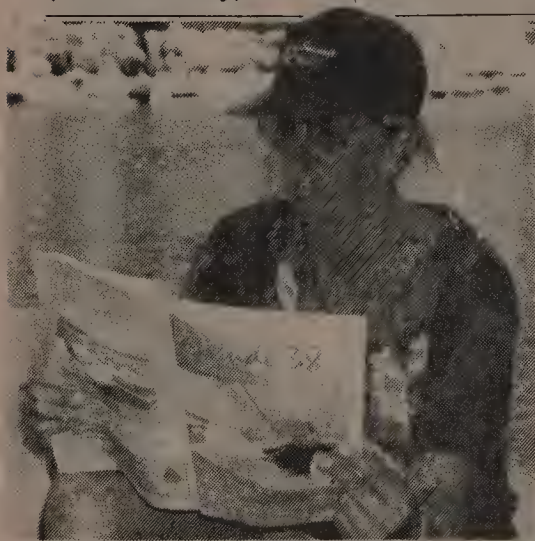
1996 MEXICO-ONLY

"Lynn, the swamper on our Colorado River trip, wants to go cruising," began a recent letter to our offices. "She is planning on keeping in touch with *Latitude 38* and coming out for the crew parties to find a boat going south."

To say the Crew List has taken on a life of its own is like saying maxi-boat owners have a little discretionary income to play around with. When we did the first Mexico Crew List back in the early '80s, we had no idea the concept would still be around in the mid-'90s. (Of course, back then we also thought we'd have real jobs by now.)

But the Crew Lists are still going, bigger and better than ever, as they say. Earlier this year, our 'big' list — for racers, cruisers, daysailors, co-charterers and boat-swappers — was bigger than it had ever been before. The Mexico-Only Crew List you see before you is not our biggest, but it's certainly one of our most high-energy lists. In addition to the letter about Lynn, we received a number of Crew List forms with attached letters, résumés and even photos. It suggests to us that people are more enthusiastic than ever to do some serious cruising to *mañana*-land.

And speaking of serious cruising, on one of our outings from Sausalito to photograph the Big Boat Series, we counted 15 transient cruising boats parked in lower Richardson Bay. Fourteen were from various hailing ports in Canada, with only one Seattle boat flying the stars and stripes off its stern. Reports of a similar influx in other parts of the Bay — as well as numerous local boats provisioning for cruises as we speak — is a pretty fair barometer that the Mexico Cruising Class of '96-'97 will be one of the largest ever. Look for lots more cruisers to be passing through the Bay Area as Mexico cruising season (November-May) draws ever nearer.



Lynn the swamper discovers sailing.

Boats of course need crew, which is where the Crew List comes in. Beginning in August, we ran forms for people either needing crew for their Mexico cruises, or crew wanting to find boats to help sail there. This article is the result of those complementary interests. It's designed as sort of a 'crossroads' for the two demographic groups. And it sure beats crew walking the docks looking for a boat, or

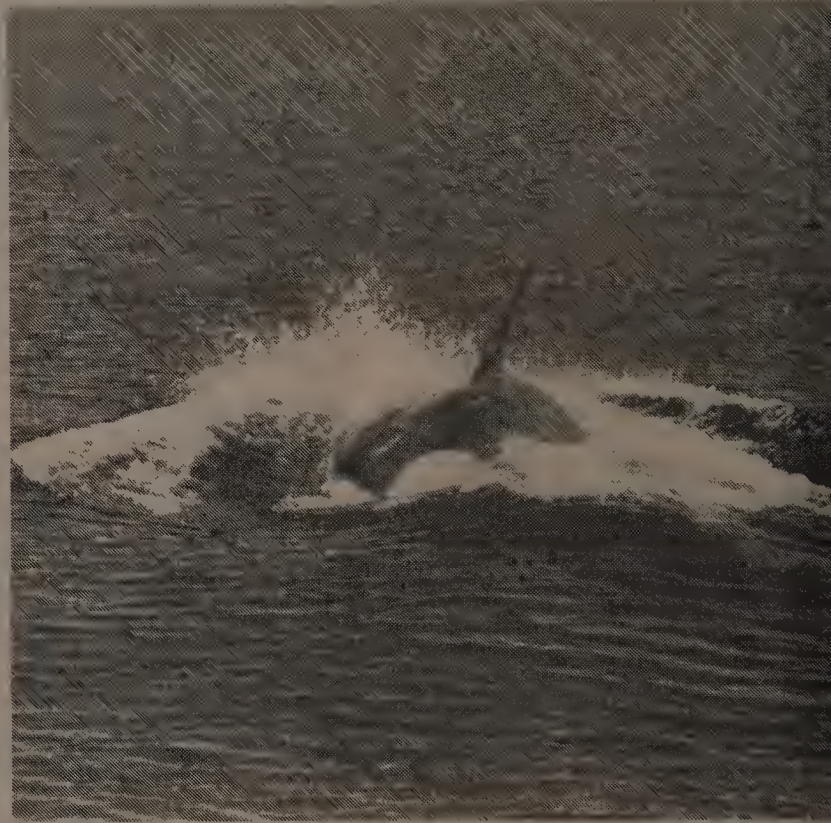
skippers having to 'settle' for crew who seem less than ideal.

It took us three tries to pass Algebra II in high school, a humiliating experience that burned two things indelibly into our minds: 1) the quadratic equation, and 2) that life's complicated enough without having to learn a bunch of stuff you'll never use the

IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the character

rest of your life. To be fair, the quadratic equation almost did help out once. We recited it to try to impress a beautiful woman who we were told had a PhD. Turns out she was a lawyer.

Anyway, the point is that the Crew List is about as easy to use as toothpaste. And when used *with* toothpaste, has the potential of



making you smile so hard that you get cramps in your face.

First of all, the people who are listed here took the time to fill out the forms and send them in with a few bucks. These are the folks who have by far the best chance of sailing to Mexico in the exact situation they want. For not only are people going to be calling them, but they can let their fingers do the walking and call potential crew or boat owners, too. It's really the best of both worlds.

For the rest of you losers — tough buns. Get a grip. Maybe we'll let you play next time.

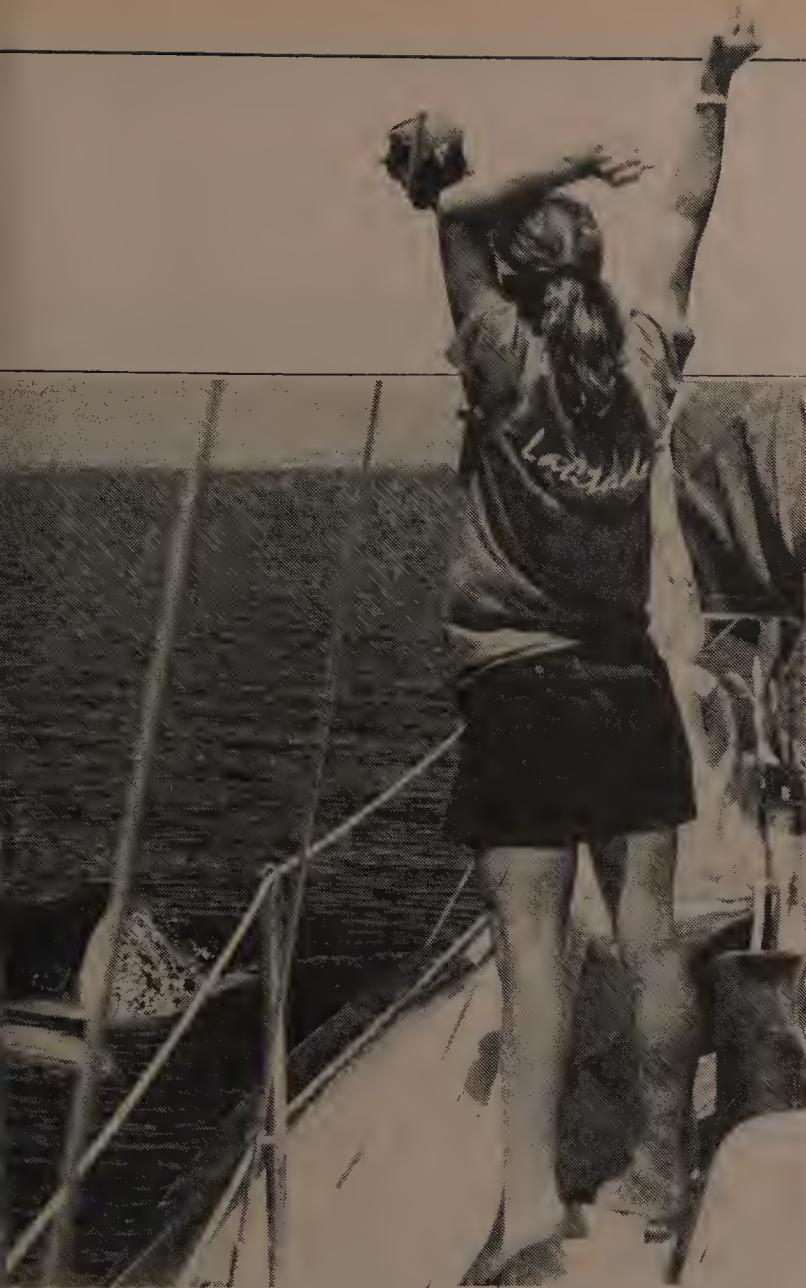
Just kidding. People who are not listed here can also use the Crew List. You'll just be at a disadvantage for not having been both a Listee and Lister. Oh, and we might as well get this out of the way: Anyone and everyone intending to use the Crew List must read and acknowledge the disclaimer in the gray box.

Being listed here has another advantage: you get into our Mexico Crew List party for free. Non-listees can also come, but it'll cost you \$5 at the door. (A word of warning: Our party crew may appear to be as reasonable as they are beautiful, but if you don't have the correct change, we hope your insurance premiums are up to date.) The Crew List party will be held on Wednesday, October 2, at the Encinal YC in Alameda from 6 to 9 p.m. A couple more friendly reminders: 1) No

of individuals participating in the Crew List, the conditions of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

early birds, and 2) Anyone saying "Rob was supposed to put me on the list" has to pay double. Don't say we didn't warn you.

The Crew List party is a great place to go if you want to: meet crew for the first time, look for crew or boats (color-coded nametags will get you headed in the right direction), impress babes, socialize with



If you play Jimmy Buffet in the Sea of Cortez, sometimes orcas will cavort around your boat.

other members of the Class of '96-'97 whom you're likely to see again and again through the cruising season in Mexico — or just freeload some of our complimentary munchies while slamming down booze-balls at the no-host bar. Hey, like we've always said, something for everybody.

For the time being, though, the ball's in your court. Crew List veterans can now cut to the chase. For you virgins, here are some time-burnished tips to make listing go more smoothly.

- Whether you're a skipper looking for crew or vice versa, write down a list of the questions you plan on asking people you call — leaving space between each question to jot down an answer. Take the sheet to Kinko's or somewhere and run off about 20 or 25 copies. Then, every time you make a call, jot down the name and phone number of the person you're talking to — first thing! This way, when you get done at the end of the day, you'll be able to figure out who said what. Otherwise — and trust us on this one, we just talked to about 900 people for the Big Boat Series article — it will all be a huge mishmash of information that you will never be able to sort out.

- Seize the day: If you can, start making calls the day you pick up this issue. Just like all the bargain boats in our *Classy Classifieds*, the best deals go quickly. You snooze, you lose.

- It's common knowledge that the editors here at *Latitude* are — all modesty aside — God's gift to women. But we also have great respect for the fair sex. ('Cause if we didn't, our wife would kick our butts.) Anyway, that's our tongue-in-cheek way of asking you once

again to throttle back the hormone thing where the Crew List is concerned. A number of nice relationships and half a dozen or so marriages have resulted from Crew List involvement, but all these blossomed as a result of initially platonic sailing arrangements.

That said, some women Listees will doubtless get calls from guys who think (and probably look) like the truck driver in *Thelma and Louise*. Which is why many of them are listed by first names only, with 'indirect' contact numbers. We encourage women to ask direct questions about crew duties and obligations if they suspect an overactive imagination on the other end of the phone. It's better to find these things out 'in here' rather than 'out there.'

- Don't call anybody before 8 a.m. or after 10 p.m.

- Be realistic in your expectations — of the boat, the trip and the people. Not all boats have interiors like Swans or go downwind like Santa Cruz 70s. Not all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else, and small crews can be even touchier to 'get right the first time'. Keep in mind successful cruising requires a definite attitude adjustment, and the easiest way to start is to leave all egos at the dock. You really won't need them until you get back to the rat race, anyway.

- As a corollary to the above, if possible, arrange a trial sail and overnight anchorage with the prospective crew locally before making any final choices/commitments.

- Above all, be honest — with yourself and your shipmates. Don't try to 'make up' experience you don't have, or tell contacts what you think they want to hear. We guarantee it will come back to haunt you. Worried about a lack of experience? Don't be. Some skippers actually prefer at least one or two crew with hardly any experience. They're easier to train to the skipper's way of doing things and much less prone to argue than an experienced hand.

Well, that's about it for this time around — except that we note Lynn the swamper doesn't seem to have made the list. That's okay. Jim Starr, the guy who sent us the letter, included a photo, which we included here. If you're a skipper looking for someone short on sailing experience, but long on enthusiasm and river-running stories, keep an eye out for Lynn at the Crew List Party. If you do, ask her a question for us: what the hell's a 'swamper'?

WANT TO CREW

MEN TO CREW IN MEXICO

Alan Katz, 47, (415) 366-6361 wants 1,2,3,4,5,6/exp 2/offers 2,6.
 Alan Swan, 36, (916) 541-3196 or PO Box 9814, South Lake Tahoe, CA 96158
 wants 1,2,3,4,5,6 (Costa Rica)/exp 2,3/offers 2.
 Alan Wulzen, 51, (415) 453-8348 hm or (510) 236-0949 wk
 wants 1,4/exp 2,3/offers 2,3.
 Art Urbin, 45, (408) 985-2107, fax (408) 554-9322 or Box 6972, San Jose, CA 95150
 wants 1,2,3,4,5/exp 2,3,4/offers 3,4,5a.
 Aubrey Ward, 28, (408) 287-6005 or (408) 262-3445 x348 wk
 wants 1,2,3,4,5/exp 2,3/offers 2,4,6.
 Bill Adams, 55, (916) 496-3379 wants 1,2,6 (Cent. Am.)/exp 3/offers 2,5ab.
 Bill Barash, 50, (415) 456-8856 wants 1,4,6 (HI)/exp 2,3/offers 2,3,6.
 Bill Earlywine, 62, (818) 856-6948 lv msg wants 1,3,4/exp 2,3/offers 2,3,4,5a.
 Bob Custer, 53, (970) 385-4698 lv msg
 wants 1,2,3,4,6 (Panama, Carib)/exp 2/offers 2,4,6.
 Chris Hogan, 25, (602) 396-6176 or (602) 517-3097
 wants 1,3,4,5/exp 2,3/offers 2,3,4.

1996 MEXICO-ONLY

C. Josh Abend, (415) 988-0805 or (R) (415) 321-9394 wants 1,4/exp 2,3,4/offers 3.
 Chuck Cunningham, 56, (408) 425-8804 wants 3,4/exp 2,3/offers 2,3.
 Cris Garvlin, 34, (510) 769-6201 wants 4/exp 2,3,4/offers 2,3,4,5.
 Curt Christensen, 50, (916) 244-4145 msg or fax wants 1,4/exp 2/offers 2.
 Dale Favre, 48, PO Box 953, Fort Jones, CA 96032 or (916) 468-5378 eves. wants 1,3,5/exp 2, trailer/offers 2.
 Damian Doyle, 24, (619) 273-9847 lv msg wants 1,2,4,5,6 (Costa Rica or other)/exp 2,3/offers 2,3,6.

CODE FOR PEOPLE WANTING TO CREW

I WANT TO CREW:

- 1) For the trip down
- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April 19)
- 4) For the Baha Ha-Ha cruisers' race to Cabo starting October 30.
- 5) Return trip up Baja
- 6) Other _____

MY EXPERIENCE IS:

- 1) Little or none
- 2) Bay
- 3) Ocean
- 4) Foreign cruising

I CAN OFFER:

- 1) Few skills, I am a novice sailor
- 2) Skills of a normal hand: standing watch reefing, changing sails
- 3) Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': a) I have cruised Mexico before; b) I speak passable Spanish
- 6) Companionship

Dave, 55, c/o Downwind Marine, 2804 Canon, San Diego, 92106 wants 1,2,4,5,6 (Panama)/exp 4/offers 3,5ab.
 Dave Walker, 55, (503) 357-2591 hm or (503) 357-3188 wk wants 1,2,3,4/exp 2,3,4/offers 3.
 David Anthes, 25, (310) 439-4824 ... wants 1,2,3,4,6 (beyond)/exp 2/offers 2,4,5,6.
 Dennis Kavanagh, 59, (415) 388-9156 wants 1,2,3,4/exp 2,3,4/offers 2,4.
 Devin Dascher, 32, (510) 848-4726 wants 1,2,5,6/exp 2,3/offers 3,4,5b.
 Dick Lanam, 52, (916) 373-9868 wants 1,2,3,4,5,6 (SoPac, anywhere)/exp 2,3,4/offers 3,4.
 Don McNerny, 54, (916) 454-4420 wants 1,2,4,5/exp 2/offers 2,5b,6.
 Donald G. Willoughby, 42, (408) 659-1905 or e-mail kofoto@redshift.com wants 1,2,4,6/exp 3,4/offers 3,5ab.
 Doug Montgomery, 37, (805) 642-7959, 1010 Cove St., Ventura, CA 93001 wants 1,3,4,5,6 (deliveries: CG license w/sail endorsement)/exp 2,3,4/offers 2,3,4,5,6.
 Doug 'DB' Wyand, 38, (415) 424-1296 wants 1,2,3,4,6 (Costa Rica, Panama, Carib, SoPac, etc.)/exp 2,3/offers 2,4,6.
 Ed Williams, 51, (209) 533-3703 .. wants 1,2,3,4,5,6 (Costa Rica)/exp 4/offers 3,6.
 Edmond Cicotte, 56, (810) 739-1721 wants 1,2,3,4/exp 3, Great Lakes/offers 2,3,6.
 Eric Greene, 27, (415) 642-1405 wants 1,3,4,5/exp 2/offers 3,4,5b.
 Everett S. Jones, 60+, pager (415) 915-0238 or fax (510) 482-6109 wants 1,2/exp 2,3,4/offers 2,3,4,5a.
 Frank Bernard, 50, (801) 533-9219 wants 4,6 (thru Canal to Carib)/exp 2,3,4/offers 2,3,4,5a,6.
 Gary Huskey, 35, (310) 821-9261...wants 1,2,3,4/exp 2,3/offers 2,3,scuba, boat maint.
 Gary Swenson, 40, (206) 848-4212 or (206) 627-2168 wants 1,2,3,4,5,6/exp 2/offers 2,3,4.
 George Ioannou, 55, (415) 821-2025 wants 1,2,3,4,6 (Carib-Med)/exp 2,3,4/offers 2,3,4.
 George S. Ledbetter, 62, (206) 781-9627 wants 4,5/exp 2/offers 2,3.

Greg Chaput, 39, (916) 444-6431 or (916) 591-9606 wants 1,3,4,5/exp 2, HI/offers 2,4, carpenter.
 Hank Delevati, 47, (408) 446-4105 or PO Box 1002, Campbell, CA 95009 wants 1,2,3/exp 2,3,4/offers 3,5a.
 Herb Lundin, 55, (408) 246-8231 wants 1,2,3,4,6 (SoPac or Carib)/exp 2,3,4/offers 3,5a.
 Howard Cantin, 62, pager (415) 377-6539 wants 1,2,3,4,5,6/exp 3/offers 3, ASA coastal cruising & nav.
 Jack M. Harmon, 45, (801) 649-6198 wants 1,2,3,4,6 (business closed 10/96-4/97) exp 3,4/offers 2,3 (no spinn exp), 4,5b.
 Jason Sheehan, 27, (619) 296-7360 hm or (619) 232-0332 wk wants 1,4/exp 1/offers 4.
 Jason Williams, 30, (707) 964-2335 wants 1,2,3,4/exp 4/offers 3.
 Jim L., 40, (408) 623-2320 wants 1,2,3,6/exp 2,3,4/offers 2,4,5ab.
 Jim Murrell, 35, (310) 717-0775 wants 2,6 (extended cruising)/exp 3/offers 3,4.
 John Chalk, 41, (408) 338-3432 wants 1,2,3,4,5,6/exp 2,3/offers 2,3,4.
 John Greer, 56, (916) 454-2913 or fax (916) 486-9425 wants 1,2,3,4,6 (SoPac, Carib, circum, Med, Cuba, Cent. Am.)/exp 2,3,4/offers 2,3,4,5ab,6.
 John Hurd, 48, (541) 482-1455 wants 1,2,4,6 (Cent. Am.)/exp 2,3,4/offers 3,4,5.
 John Richards, 60, (415) 567-9112 wants 1,2,4/exp 2,3,4/offers 3.
 Jon Koen, 49, (707) 923-4945 wants 1,4,5/exp 2/offers 2.
 Joshua L. Silver, 25, (415) 854-2278 wants 1,3,4,5,6/exp 2,3/offers 2,4,6.
 Kent Lewis, 52, (619) 565-6383 wants 1/exp 3/offers 3,4.
 Kevin Brown, 35, (805) 473-7999 lv msg or (805) 773-2915 wants 1,2,3,4,5/exp 1/offers 1.
 Kevin Cassity, 39, (907) 566-2041 wants 1,2,3,4,5/exp 1/offers 1,4,5,6 (musician).
 Lee Hodge, 45, (408) 435-6416 wk or (408) 735-1092 hm wants 1,2,4/exp 2,3/offers 3.
 Marc Roth, 26, marc@acm.org or (408) 746-8785...wants 1,2,3,4/exp 2,3/offers 2,3.
 Mark Washeleski, 43, (408) 984-1186 or washeleski_mark@tandem.com wants 1,2,4,5/exp 2,3,4/offers 3,4,5a,6.
 Matthew Snyder, 30, (510) 893-5018 wants 1,4/exp 2/offers 2,4,5b.
 Michael Habicht, 22, (510) 845-9049, lucky@rust.path.sunysb.edu or 2305 Acton St., Berkeley, CA 94702 wants 1,2,5 (back to SF)/exp 2,3/offers 3.
 Mike Brington, 55, (209) 875-1956 wants 1,3,4/exp 2,3/offers 3.
 Mike Thompson, 50, (719) 539-7237, 12211 Panorama Dr., Nathrop, CO 81236 . wants 3,4,6/exp 3,4/offers 3.
 Mitch Matthews, 37, (408) 375-2552 wants 1,4,5/exp 2,3,4/offers 2,3,4,5,6.
 Monte Berget, 45, 1-800-459-9876 wants 1,2,3,4 (prefers multihull)/exp 2/offers 2, can bring GPS.
 Morris Wren, 39, (510) 893-4123 or ozalien@aol.com wants 1,3,4/exp 2/offers 2,3,4.
 Naftuli Furman, 42, (415) 377-1142 wants 5/exp 2/offers 2,4,5b,6.
 Ned Russell, 59, Tues-Thurs: (510) 261-7999 or Fri-Mon: (818) 790-9025 wants 1,2,3,4,5,6/exp 2,3/offers 2.
 Neil Torstenbo, 40, (719) 389-0985 wants 2,3,4,5/exp 3,4/offers 2,3,4,5,6.
 Norman de Vall, 56, (707) 877-3551 or e-mail: ndevall@mcn.org wants 1,2,3,5,6/exp 3,4/offers 3,4.
 Paul Caffrey, 31, (415) 771-0779 wants 1,3,4,5,6 (to Carib)/exp 2,4/offers 2,3,4,6 (wit, charm, humor).
 Paul Richter, 41, (408) 476-9108 hm, (408) 423-8982 or (408) 476-1800 wants 1/exp 2,3/offers 2,3,5b.
 Peter Nevada, 48, (503) 289-5205 or PO Box 69072, Portland, OR 97201 wants 1,3,4,5/exp 2/offers 2,4.
 Philip Burton, 45, (909) 245-0945 hm or (714) 753-8282 wk wants 1,4,5/exp 3,4/offers 3,4,5a.
 R.D. White, 40, (208) 762-3463 or PO Box 657, Hayden, ID 83835 (in Bay Area first wk of Oct.) wants 1,2,3,4,5,6/exp 3,4/offers 2,4,6.
 Richard Packard, 52, (510) 642-1664 days or (510) 525-0279 eves. wants 1,3/exp 2,3,4/offers 3.
 Richard Perez, 26, raperez@vcn.bc.ca...wants 1,2,3,4,6 (Aus/NZ)/exp 3,4/offers 3.
 Rick Guetter, 45, (415) 381-4666 or 10 Eagle Rock Rd., Mill Valley, CA 94941 wants 2,3,5/exp 3/offers 3.
 Robert Drews, 38, (707) 544-1700 wants 1,2,3,4/exp 2,3/offers 2,4.
 Robert O. Soleway, 60, (415) 331-2504 wants 1,2,3,4/exp 2,3/offers 3,4,6.
 Rod Jennings, 45 (510) 657-5537 hm or (408) 746-4939 wk wants 1,2,3,4,6/exp 1/offers 2,6.
 Rod Williams, 43, (702) 825-1006, 905 Beck #2, Reno, NV 89509 wants 1,2,3,4,5/exp 2/offers 2,3,4.
 Roger Dauffenbach, 51, pager (408) 697-3527 or PO Box 626, Crystal Bay, NV 89402 wants 1,2,3,4,5/exp 1, Lake Tahoe/offers 1,2.
 Roman Rivas, 49, (415) 221-5058 wants 2,3/exp 2,4/offers 5a.
 Ross Wood, 22, (415) 386-3664 or (707) 869-1864 wants 1,2,5,6 (Hawaii)/exp 1/offers 2,4,5b,6.
 Roy Beck, 63, (408) 265-6470 wants 4/exp 2/offers 2.
 Russ, 52, (702) 897-1200 or fax (702) 897-0088 wants 1, exp 2,3/offers 2.
 Skip White, 38, (916) 489-7600 wants 1,4,5,6 (Bay racing)/exp 2,3/offers 3.
 Stacey Ostland, 55, (602) 841-6936 wants 1,3,4,5/exp 1/offers 2,3.
 Stan Nackdymon, 48, (805) 495-7954 wants 1,4/exp 1/offers 1,2,3,6.
 Steve Basulino, 36, (415) 869-2037 wants 1/exp 2,3/offers 2,3.

Tom Burnett, 44, (415) 960-0533 hm or (408) 473-7316 wk wants 1,2/exp 2,3/offers 2.
 Tom Dunkelman, 35, (415) 744-2294 wants 1/exp 2,3/offers 3.
 Tom Taveggia, 53, (510) 946-9993 or e-mail: taveg@aol.com wants 2/exp 4 (Mex)/offers 2,4,5,6.
 Trace Butler, 36, (310) 306-7723 or mb2c@aol.com wants 1,4,5,6 (open for 1-3 wks)/exp 3,4/offers 2,3.
 Vince DeSimone, 51, (801) 649-6805 or Box 680111, Park City, UT 84068-0111 wants 1,3/exp 4/offers 3,5.
 Walter Culbertson, 49, (800) 786-7614 msg wants 1,2,3,4,5/exp 2,3/offers 3.
 Wes Fox, 56, (707) 528-9771 week or (916) 795-1127 (wkends) wants 1/exp 2/offers 2.
 Will Golden, 47, (510) 865-1192 wants 1/exp 2/offers 2.
 William J. (Bill) Thomas, 55, (209) 943-2935 wants 1,5,6 (retired)/exp 2,3/offers 3.
 Wynn Walton, 50, (415) 331-3428 wants 1,2,4/exp 2,3/offers 2, electrician.

WOMEN TO CREW IN MEXICO

Alice W. Taylor, 50, (415) 265-3218 eves or 1548 Maple St., Redwood City, CA 94063 wants 1,2,3/exp 2,3,4/offers 2,4,5ab,6.
 Allison, 27, Star Rt Box 223, Muir Beach, CA 94965 wants 5,6/exp 3,4/offers 2,3,4.
 Ava, 55, (415) 636-9050 wants 1,2,5/exp 2,3,4/offers 3,4,5.
 Beth, 25, (707) 869-1981 or (415) 332-9109 wkends wants 1,2,3,5,6 (after 4/13/97)/exp 2,3,4/offers 2,4,5ab, call only for sailing.
 Bobbi, 44, (916) 655-3591 or fax (916) 655-3595 wants 2,3,6/exp 2,3,4/offers 2,4,6, Ham license.
 Brenda, 43, (714) 962-5344 or Box 5880, Huntington Beach, CA 92615 wants 2,3,6 (Carib or SoPac)/exp 3,4/offers 2,4,5a,6.
 Carolyn Kubecka, 44, (707) 584-5231 wants 1,2,6 (Bay sailing)/exp 1,2/offers 1,4,5b.
 Debra, 30, (415) 522-8734 wants 1,2,4,5/exp 3,4/offers 3,4.
 Deborah S., 44, Box 21143, Oakland, CA 94620 wants 1,2,3,4,6 (local)/exp 2,4/offers 1,4,6, CMT, reliable.
 Erin & 'Tiger', 32/28, voice mail (415) 331-1500 x111 or 41 Sutter, #1301, SF 94104 want 3,6/exp 1,2/offer 1,2,4,5, CPR, first aid, fishing.
 Helen, 60+, vberg@maupiti@Eng wants 1,3,4,5/exp 2/offers 2,4,5b.
 J. Braskamp, (510) 832-7141 or Box 1283, Sausalito, CA 94966 wants 2 (Sea of Cortez), 6 (Canal)/offers 2,3,5a.
 Jan Currey, 44, pager (510) 776-8058 wants 1,2,4/exp 2,3/offers 3,4,5a.
 Janet, >40, (415) 813-6583 days or (415) 948-8220 (eves) want 1,4/exp 2,3,4/offer 2,4.
 Jeannie, middle-aged, (503) 981-6289 wants 2,3/exp 2,3,4/offers 1,4,5a.
 Jennifer L. Lavins, 34, (415) 398-7667 days Mon-Fri wants 1,2,3,4,5/exp 2,3,4/offers 2,4.
 Joan, 60, fax (619) 291-2684 wants 4,5/exp 3/offers 2,4.
 Julia, 25, (415) 897-0112 wants 1,2,4,5,6/exp 1,2/offers 1,4,5b,6.
 Kathleen Glass, 34, (403) 264-2916 wants 1,2,3,4,5,6/exp 2,3,4/offers 2,4,5ab, 6.
 Kit Frush, 63, voice mail 553-6484 wants 1,2,4/exp 1,3,4/offers 1,4,5a,6.
 Laurie, 25, (415) 606-9054 wants 1,2,4,5/exp 2/offers 2.
 Louise, 51, (415) 383-9180 wants 2,6 (May-Aug)/exp 2,3/offers 2,4,6.
 Mabelle, 52, e-mail: 102657.212@compuserve.com anytime or (408) 375-2408 after 10/20 wants 1,2,3,4,6 (Antigua)/exp 2,3,4/offers 2,3,4,5ab,6.
 Macey, 27, (415) 522-8734 wants 1,2,4,6/exp 2,3,4/offers 2,4.
 Marlaine, 43, fax (707) 996-8260 or Box 2021, Sonoma, CA 95476 wants 1,2,3,4/exp 2/offers 4,5b (teach Spanish), 6, child optional.
 Mary, 59, (619) 275-3727 wants 2,3,6 (south)/exp 2,3,4/offers 2,3,4,5a,6.
 Nancy Ibson, 25, (415) 248-1804 wants 1,2,3,4/exp 2/offers 2,4.
 Pat Thomas, 48, (209) 533-3703 wants 1,2,3,4/exp 1/offers 1,4,6.
 Patti, 48, (800) 471-5963 wants 1,2,3,4,6/exp 2,3,4/offers 2,4,5,6.
 Trina Yeatts, mid-40s, (604) 273-1246 wants 1,2,3,4,6/exp 3,4/offers 3,4,5,6.

COUPLES TO CREW IN MEXICO

Dave & Ellie Scandling, 49/45, (510) 770-9202 or e-mail scan@ix.netcom.com want 2,3,4/exp 2,3,4/offer 3,4,5.
 Jack Pricer & Stephanie Cherin, 50, (408) 462-1966 or voice mail (408) 553-4824 want 1,2,3,4,5/exp 2/offer 2,4.
 Joe & Sandy Perez, 52/43, (909) 736-1556 hm or pager (909) 872-4269 want 1,4/exp 3/offer 2,3,4,5a.
 Ken & Florence, 29/29, (408) 353-1614 want 4,6 (Cabo to Chile, So. America)/exp 1/offer 1,4,5b.
 Linda & Ron, 46, (415) 728-5487 want 2,6 (PV & beyond)/exp 2,3,4/offer 3,5a.
 Mark & Ruth Washeleski, 43/42, (408) 984-1186 or washelesk_mark@tandem.com want 1,2,3,4,5/exp 2,3,4/offer 3,4,6.
 Patrick & Sandra Roberts, 61/51, (415) 574-5817 or fax (415) 286-0491 want 1,2,3,4,5/exp 2,3/offer 2,4.
 Starr & Jayne Morris, 48, (916) 448-6441 want 2,6/exp 2/offer 1,4.
 Tom Boussie & Lori Gortner, 34/37, (510) 595-6756 or e-mail: boussie@garnet.berkeley.edu want 1,5/exp 2/offer 2,4,5b,6.

NEED CREW

MEN NEEDING CREW IN MEXICO

Bob Bailes, 43, (510) 834-1902, Catalina 30 for 1/exp 1,2/wants 2.
 Bruce Alberts, 52, PO Box 60402, San Diego, CA 92166 or fax (619) 299-8446, 42' ketch wants 1,2,6 (SoPac in '97)/exp 2,3/wants 2,4,8.
 Carl Mischka, 58, (714) 759-3450 or e-mail mischkaCEM@aol.com, Nauticat 43 ketch for 1,2,3,4,5,6 (thru Canal to Carib)/exp 1,2/wants 2,3,4,5,6,8.
 Carlos Davis, 60+, (619) 222-1262 or 2071 Shelter Island Dr., San Diego, CA 92106, Cal II 46 for 1,2,6 (Costa Rica)/exp 1,2,3/wants 1,2,3,4,8,9 (circumnav).
 Claude Henry, PhD, 53, (916) 922-3744, Sacramento, 45' Columbia cutter for 1,2,5/exp 2,3/wants 2,3a,4,5,6,8.
 Craig Newton, 51, (510) 769-0283, Westsail 32 needs 1,2/exp 1/wants 1,2,8.
 Dave Steinmeyer, 47, (619) 995-2693 or 72411.2637@compuserve.com, Endeavour 33 for 1,2,6 (Tahiti 4/97)/exp 2/wants 1,2,3,4,5,8.
 David Miller, 51, (206) 286-3196 or 3245 10th West, Seattle, WA 98119, F-27 Corsair trimaran for 3,4/exp 1,2/wants 2,3a,5b.
 Dick Linehan, 56, s/v Enterprise c/o Flagship, 5100 Long Bay Rd., St. Thomas, USVI 00802, Catalina 42 sloop...6 (St. Thomas to Key West, FL)/exp 1,2,3/wants 2.

CODE FOR PEOPLE LOOKING FOR CREW

I NEED CREW FOR:

- | | |
|---|------------------------|
| 1) For the trip down | 5) Return trip up Baja |
| 2) While in Mexico | 6) Other _____ |
| 3) Sea of Cortez Sail Week (April 19) | |
| 4) For the Baha Ha-Ha cruisers' race to Cabo starting October 30, | |

MY EXPERIENCE IS:

- | | | |
|--------|----------|---------------------|
| 1) Bay | 2) Ocean | 3) Foreign Cruising |
|--------|----------|---------------------|

I AM LOOKING FOR:

- 1) Enthusiasm — experience is not that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can a) share navigation and/or mechanical skills, b) who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has a) cruised Mexico before; b) speaks passable Spanish
- 6) Someone to help me bring the boat back up the coast
- 7) Someone to help me trailer a boat up/down the coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other _____

Dusty Austen, 47, (707) 485-0359, Pearson 365 sloop for 1,2,4,6 (Costa Rica & beyond)/exp 1,2,3/wants 2,3a,5ab,8.
 Frank Farinos, 65, (707) 642-0510 or PO Box 1363, Vallejo, CA 94590, Tartan 34 for 1/exp 1,2,3/wants 2.
 Hank Bakker, 60, (415) 518-7126, 40' PH ketch for 1,2/exp 1/wants 1,2,3,4,5,6.
 Jerry Poore, 54, (619) 222-7664 or e-mail: gpoore@ix.netcom.com, 38' Hans Christian for 1,2,3,6 (Panama)/exp 1,2/wants 3,4,5,8.
 Jim Eskew, 55, (408) 406-6495, Vagabond 47 for 1,2/exp 1,2,3/wants 2,9 (share expenses).

1996 MEXICO-ONLY CREW LIST

Joe Weide, 46, (415) 364-2135, 30' Catalina for 1,2,5/exp 1,2,3/wants 1,2,3a,4,5ab,6.
 Lee La Rosa, 55, (619) 691-7867 or 4215 Gila Ave., San Diego, 92117, 41' motor-sailer for 2,6 (Costa Rica)/exp 2,3/wants 1,2,5,8,9 (ownership partners).
 Mack McVey, 58, #1 Johnson Pier, Half Moon Bay, CA 94019, 65' Tiffenany motor-sailer for 1,2/exp 2/wants 2,3,5,8.
 Malcolm Wauldron, 56, (619) 224-1838 or (510) 234-9566, 45' cutter for 1,2,3,4/exp 1,2/wants 1,2,3a,4,5,8.
 Michael Newman, 47, 42 Harbor Way, Vallejo Marina #69 Fri. & Sat., 35' ketch for 1/exp 1,2/wants 1,5,8,9 (female).
 Pete Carr, 58, (916) 755-0342, 27' F-27 trimaran ... for 1,2/exp 1,2,3/wants 1,2,3,7.
 Peter Miller/Tristan Miller, 42/7, (805) 995-3885, 31' Searunner trimaran for 1,2/exp 2,3/wants 1,2,9 (compatible w/7-year-old).
 Richard G. Spademan, 62, PO Box 1140, West Sacramento, CA 95691, 47' ketch for 1,2,3,4/exp 2/wants 2,3,4,8.
 Richard Soja, 50, (805) 650-1293, Cheoy Lee 36' ketch for 1,2,4/exp 1,2/wants 1,2,8.
 Richard Stoffel, 54, Baja Naval, Ensenada, Mex, fax 011 52 617 40028, 41' LOD CT-41 ketch for 1,2,6 (south)/exp 1,2,3/wants 1,4,8,9 (female crew).
 Rik Holly, 48, (206) 246-3983 or (206) 521-3235, Peterson 44 for 6 (Cuba/Bahamas)/exp 2,3/wants 2,4,9 (circumnav).
 Robert Jordan, 60, 1220-190 Rosecrans St., San Diego, 92106, RJ 50 schooner . for 1,6 (to Costa Rica)/exp 2/wants 2,4,8.
 Rod Mell, 55, 1313 College Ave., Santa Rosa, CA 95404, Valiant 40 for 2,6/exp 1,2,3/wants 1,4,8,9 (long term).
 Roger Bohl, 57, (510) 339-2564 or 104713.1202@compuserve.com, Cal 39 for 2,6 (Mex to FL)/exp 1,2,3/wants 1,2,8.
 Roger Hout, 50, (510) 337-9223, Tartan 40 for 6 (Mex & beyond)/exp 1,2,3/wants 1,2,8,9 (look good in a bikini).
 Roger Stearn, 65, c/o Bay Club Marina, 2131 Shelter Island Dr., San Diego, 92106, 40' ketch for 2/exp 1,2,3/wants 1,8,9 (female only).
 Ron Johnson, 54, (360) 201-2908, C&C Landfall 48 for 1,2,3,4/exp 1,2,3/wants 2,4,8.
 Sandy Mazen, 60s, (510) 724-1964 or 516 Dursey, Pinole, CA 94564, 41' Isl. Freeport for 2,6 (to Costa Rica)/exp 2,3/wants 2,4,8,9 (down west Mex mainland 11/96).

Scallywag & Padre Timo, 51, fax (310) 827-8201, Islander 37 for 2/exp 3/wants 2,8,9 (great lady sailor w/humor, Intelligence).
 Stan P. Millan, 62, Box 12215, Zephyr Cove, NV 89448, 43/51' Garden ketch for 6 (Mex & further)/exp 1,2/wants 2,3,4,8.
 Steven Ulrich, 39, (415) 332-4810 or magewind@unspoken.com, Peterson 34 for 1/exp 1,2,3/wants 1,8 (to French Polynesia).
 Ted Stuart, 58, (510) 237-9935, 38' Irwin Mk II for 1,2 (Cabo-Mazatlan)/exp 1,2,3/wants 2,5.
 Terry Lawrence, 52, (408) 847-4888, fax (408) 847-8519, or e-mail terryll@garlic.com, Mikelson 50 M/S for 1,2,4,5/exp 1,2,3/wants 1,2,3a,4,5,6,9 (congenial group).
 Terry Lintz, 54, c/o Mike Clark, (510) 536-4044, PO Box 4181, San Leandro, CA 94579, 44' wooden schooner . for 2,6 (Costa Rica & beyond)/exp 1,2,3/wants 1,2,8.
 Tom Greene, 52, PO Box 675, Bolinas, CA 94924, Gladiator 24 needs 1,4/exp 1/wants 2,5.
 Utkan Salman, (510) 655-8800 or utkan@cinet.com, 38' Peterson for 5/exp 1,2,3/wants 2,3a,6.

COUPLES NEEDING CREW FOR MEXICO

Bill & Sabryna Kelly, 38/30, (805) 289-4777, 50' Nicholo trimaran for 4,6 (Canal or beyond)/exp 1,2/want 1,2,3,8.
 Bob & Barbara Overland, 50+, (510) 533-0206, 47' cutter for 1,6/exp 1,2/want 1,2,3,8.
 Eric Kindseth & Nicole Bono, 25/24, (916) 283-5027 or (510) 848-5061, 36' Magellan ketch for 1,6 (possible Mex cruise)/exp 1/want 3a,9 (positive, present, joyful).
 Eva & Mickey Rutman, 55, (310) 282-5115, 60' ketch for 1,2,5/exp 2/want 2,3.
 Frank & Carole Radcliff, (619) 692-0312, 65' ketch for 1,2,6 (Mex for 1yr)/exp 1,2,3/want 1,2,4,8.
 John Gallo & wife (& 2 kids), 50, (707) 937-5318 fax after 4th ring, 44' Nordic sloop for 1,4,5/exp 1,2/want 1,2,3,4,5,6.
 Dr. Marty & Mary Prah, 38/34, (209) 636-2060, Beneteau 38s5 for 4,6 (to La Paz)/exp 1,2,3/want 3a,5ab,9 (likes children).
 Sylvia & John Parr, 59, (510) 522-3685, 909 Marina Village Pkwy #670, Alameda, CA 94501, '82 Valiant 40 cutter for 1,2,4/exp 1/want 2,3.

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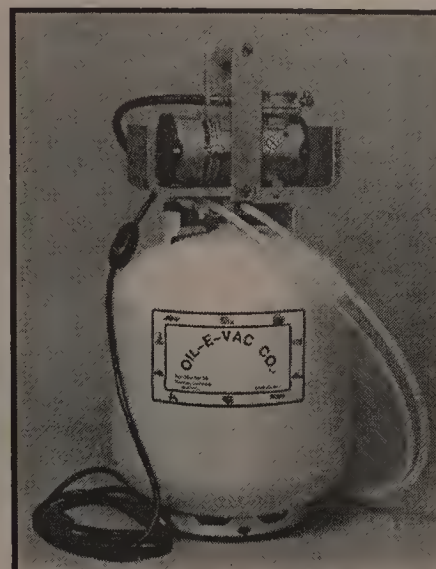
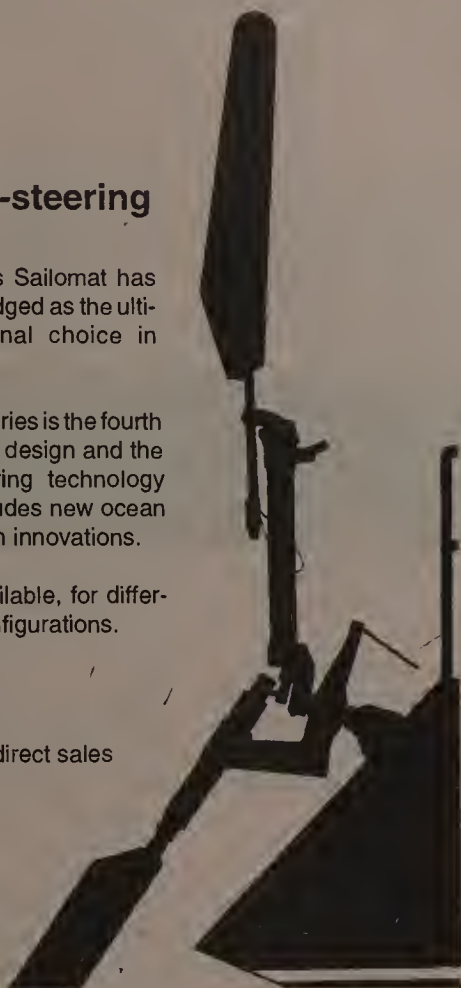
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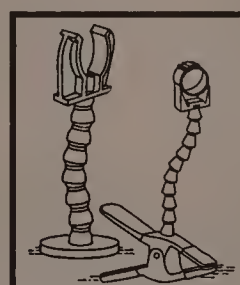
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You only have to know a little bit more about something than the people around you for them to think that you're an expert.

That was the only way to explain why my company had decided to put me in charge of their new web site. Now, I don't know beans about web publishing. I can read my email, and I can point and click my web browser — but that's about it. Yet somehow that was enough to get the project assigned to me.

I was not to be left completely at sea, however. They had thoughtfully hired a "web consultant" to handle the technical end, while I supervised the content and organization of the site. Not an unreasonable way to set it up, I thought. So while I was waiting for this new consultant to contact me I decided to check out some other web sites with an eye towards what I thought would be good features to have in ours.

Naturally, the YRA site was the first bookmark I followed. Might as well make the most of this project as long as it's on company time. I watched the image of the "virtual yacht club" load, and clicked on 'bar' for no particular reason other than that it seemed like the normal place to go to first when entering a yacht club.

The bar, in this case, appeared to be a kind of interactive conference page where users could post their own comments and engage in discussion and debate. Nice thing to have, I thought. But do I really want to make it that easy for our customers to talk to each other? Sure, why not? We can always edit or delete files if it becomes a problem — and there's no reason why it should be.

But I wasn't ready to hang out at the virtual bar just then, so I clicked on 'reception' thinking this would get me back to the entry page. Not quite. I got a message about the trophy swap, the schedule of upcoming board meetings, and a link to the master schedule. So I followed the schedule link, checked some dates I needed to confirm, and then clicked on my browser's 'back' button to get back to the entry page.

It turned out that 'reception' equalled the sailing schedule, 'library' got me into links to other sailing sites, and 'conference room' contained information on charter associations and yacht clubs. Not exactly what I would have guessed. So I switched to clicking on the much clearer text-based links, choosing 'yacht' for PHRF — and immediately noted another potential pitfall to avoid in the page I would be helping to develop.

The PHRF page was disappointing. It had a list of the committee members, and a copy of the PHRF guidelines, but no lists of ratings! I clicked back to see if I had missed a link when the 'new mail' alert beep prompted me to check my in-box.

It was from the web consultant, asking for all the bios of department heads and other

key employees, a graphics file of the corporate logo, text files and scanned photos from our promotional material, and more. This represented a fair amount of legwork, but I could probably pass most of it off to a secretary. The consultant also suggested I

and train an in-house webmeister. Keeps the demand for web consultants high. The best web consultants I know actually refuse to enter into long-term web site maintenance agreements.

Let's see if we can reach critical mass for a really good thrash...

check out some specific sites to see how I liked various presentation styles — and that's when I got suspicious.

Two of the sites were for yacht designers, one was a sailmaker, and the other was a marine instrumentation company. I checked the header of this message again, and sure enough, the ID was 'helm' at a university account.

I typed back:

Lee, is that you? Since when did you become a web consultant? I thought you had another year of grad school! And dock time is 9:30 for the race this Saturday.

I was barely back in my web browser when the mail warning beeped again.

Max! Far out! Didn't recognize you at your company domain. But like, everyone is a web consultant these days. Working as a webmeister for hire is the easiest way there is to put yourself through school. Anyway check out some of those sites and let me know what you want yours to look like. You already have the domain name registered, right?

I typed:

I know what you're getting paid for this, and "putting yourself through school" is an understatement! If only I could have made money like that when I was in college. . .

A short pause and her reply appeared:

Kewel, isn't it? And the work is fun and easy, too. Max, one of the big mistakes that lots of companies make is relying on consultants to run their pages, rather than just start them up

The only way the client's interest is really served, IMHO, is if the site is run in-house. It's not rocket science. In fact, web site management is becoming a basic secretarial skill, like writing a spreadsheet macro or programming a fax machine.

I decided not to mention that I had never learned how to write a spreadsheet macro, or how to program our office fax machine.

I certainly hope you don't expect me to run the web site, Lee. That's why we hired you!

No sooner had I clicked the 'send' button when new mail arrived from Lee — the messages having crossed in the mail, as we used to say.

Your first assignment, Max, is to buy one of the "Teach Yourself Web Publishing" books and learn some HTML. Also take a look at the sites I listed and note the features you like or don't like about them.

"First assignment?" Every other consultant we've hired took assignments from me. This was going to be tougher than I thought. I followed up with another message before waiting for Lee's response to my last:

I'm in the YRA web site right now. It looks attractive, but lacks some functionality, I think.

This time Lee waited for all my messages to arrive before responding. Meanwhile I moved to the weather links — although it seemed a bit unusual to find them in the library. "Shouldn't there be a virtual

anemometer or weather vane on top of the virtual clubhouse?" I thought to myself. Finally Lee's mail arrived:

The YRA site is a great example of a graphic metaphor that's a little strained. There just isn't a close correspondence between the rooms in a clubhouse and the functions of YRA. But it's cute, and easy to ignore if it doesn't work for you.

The real issue is content, Max. The YRA web page should be the place to find race results, and they should be available at least at the same time that the paper results are snail-mailed to the racers. But nooooo! If we're lucky we might find results on the page of the club that put on the event.

Also time-sensitive stuff like missing buoy reports, protest hearing times and locations, last-minute changes to race instructions, things like that. The problem is that the YRA staff doesn't maintain the page. It's done by volunteers outside the office. So it will always be a little behind the curve, and there's a lesson to be learned for your corporate site: In-house is the only way to fly, once I get you off the ground.

To which I responded:

I was just looking for some PHRF ratings. Is there a list of ratings online anywhere?

She answered:

Akshully, there is, but not at the YRA site. Some of the yacht club pages have links to online PHRF tables. YRA seems to think that restricting access to the list is somehow good for the sport - as if it's going to force more boats to get ratings, or make people buy the list from the YRA office. Like they actually make any money selling the list of ratings. Sheesh!

Famous quote: "The net routes around censorship almost as well

as it routes around bad pricing."

It wasn't that simple, I pointed out.

But Lee, YRA needs revenue very badly. The last financial statement predicts a \$15,000 deficit at the end of this year, and \$21,000 by the end of next year. Anything that helps keep YRA in the black really does help the sport. They're going to raise dues again, just so they can keep the doors open. So if we want to continue to have an effective YRA, we need to get more racers to participate by paying the PHRF fees and joining YRA as individual members, even if they don't race in a summer championship series. It only costs \$40, same as a US Sailing membership, and does a lot more important things for sailing on the local level.

Look at the Singlehanded Sailing Society, for example. That's the sort of organization that really should be a YRA Charter Association, and all its racers should be YRA members. And the midwinter racers, and even summer evening beer-can racers. If they all supported YRA in return for the services they use, we'd be in good shape.

Lee's response took a lot longer this time, giving me a chance to check out the latest weather map and look at the forecast for the weekend.

I agree that all racers should support YRA, Max, but YRA isn't making the necessary structural changes to allow that to happen.

It sounds like you were at that "long-term planning" meeting a couple of months ago. I heard that all they did was figure out how much to raise dues to meet expenses. I mean, it has to be done, and I think the YRA membership will still be getting good value even at the higher rates, but is that really "long-term planning?"

Fact is, YRA continues to lose market share. All those non-YRA formats you mention are doing fine, while the YRA season entries are declining again after the usual upward blip during the last America's Cup (tm) year. If you look into the crystal ball at where YRA will be 10 years from now, here's what you see:

1) There are no "regular" YRA races. All races are "specials" put on by YCs or other orgs, and they get to charge their own entry fees. No standing race instructions, no automatic entry for the season.

2) Charter associations and individual one-design fleets are still strong, but each one defines its own season by picking and choosing among the specials (like Stone Cup this last season).

3) The YRA office has a lot less to do with individual race events. With all the legwork of administering races done by the sponsor of each race, YRA goes back to its more general roles of schedule coordinating, buoy maintenance, and supporting committees like Appeals and PHRF. And of course keeping the web site up-to-date. Total paid staff requirements could go down to less than one full-time employee.

4) Individual racers join YRA to be eligible for the major special events (if event sponsors cooperate) and to be listed in the yearbook (if YRA decides to loosen up its grip on the roster). And because it's the right thing to do, but don't count on that part for very much cash.

5) Yacht clubs are mostly out of the loop as far as membership and cash flow are concerned. Even though the history says otherwise, YRA really exists to serve the racers, not the clubs. The membership structure is simplified to reflect this.

I was ready to take Lee to task on this

MAX EBB — ON COMPANY TIME ;-)

last point, but with e-mail you have to hear someone out before you can fire back. I kept reading:

maybe even subsidize better electronic charts. The commercial operators won't have any

up traffic on the web page once it gets rolling, too.

A cybercruise is a group of online sailors who meet f2f...

The problem is, how does YRA get from here to there? Back in the days of stamps, xerox, and voice calls, the YRA office with full-time staff was a vital communications node. Clubs and racers both needed to use YRA services. But now, anyone who can put up a good web site can function as an information hub.

YRA needs to be the *best* information node for local racing if it wants to stay in business, and they're not on track. I mean, even the YRA's own list of links to the web pages of its member clubs isn't nearly as complete as the one I put on the home page of my dinky little university sailing club. And if a group like the Singlehanded Sailing Society, for example, does a better job on the web, then YRA loses a big piece of its raisin to etre.

I responded to her last point first:

Lee, a lot of what YRA does is in the real world. Buys, for example. And besides, for most of us these are still "the days of stamps, xerox and voice calls." According to the YRA office, only 20% of YRA racers even have email!

While waiting for her reply I clicked back to the YRA page, then followed the link through the 'conference room' to the SSS home page to check out what they've done lately. It looked nice. Lee's response was back in a few minutes:

Okay, point taken about buoys. <DRIFT> And BTW, this is going to get a lot more important over the long-term. When just about every boat with a compass will also have differential GPS, why on earth should the Coast Guard waste all that money on floating navigational aids? Much cheaper to operate the DGPS beacons and

trouble adapting, it's just the racers who need marks to round and the traditionalist sailors mumbling "red right returning" who will complain — but neither of these groups will have a heck of a lot of clout, considering the amount of money involved. </DRIFT>

On the e-mail penetration ratio: I'm on two one-design class mailing lists, and one class has 90% of the owners online, the other has about 50%. So I gotta question that 20% number. I bet I have more than 20% of all YRA racers in my own email address book already!

"Okay, back to work," I thought as I typed another response, not wanting to get into an email flamewar with Lee:

One feature I see on the YRA page that I like is the discussion area. That could add some real value to our company page, and give customers a real reason to come back often.

Lee's answer was back almost immediately:

For sure. That's where this discussion should really be taking place. There are active debates going on about "the future of YRA" everywhere but the YRA web site or at the YRA meetings. There's a good topic on this in the sailing conference on The WELL, and the thread comes up often on the rec.boats.racing newsgroup. But let's start the dialogue on the YRA web page, and see if we can reach critical mass for a really good thrash over these issues.

I typed back:

I can feel the YRA staff quaking in their seaboots, Lee. But I have to agree — we should get the long term issues out on the table. I'll bet it really builds

After sending that I went back to the bar/YRA discussion area for another look. Nothing very current. The instructions were simple, though, and I was about ready to start a new thread when Lee's next e-mail arrived:

I'll post some comments there for sure. And are you going to be at the next CyberCruise? November 9-10, Candlestick Cove.

I had to ask her what a "CyberCruise" was, and got a quick reply:

It's a group of online sailors who meet f2f ("fender-to-fender") every other month. We have these big raft-ups six times a year, where we all have an opportunity to meet "the nerds behind the words," as they say.

It's really a much more interesting and diverse crowd than you'd think. There's an email list for planning and discussing the raft-ups, but the address is secret — you have to find us on the rec.boats.cruising newsgroup, come to a raft-up, ask for membership, and then you're in. Almost as snooty as a real yacht club! But all the pre- and post-event socializing is in cyberspace.

Anyway, show up at Candlestick that weekend, Max. It's a surprisingly nice place to anchor in normal wind. Two years ago that was us in the blimp shot!

I had no idea that Lee had any interest in football. But I could see how getting the raft-up televised would appeal to her. It's the kind of stunt most sports fans spend their lives trying to pull off — and Lee didn't even have to buy a ticket to the game.

Meanwhile, it was time for me to get back to real work, so I typed a message to sign off:

Gotta go, Lee — I'm doing all this on company time.

I stayed online long enough to get her response:

So am I! ;-)

— max ebb



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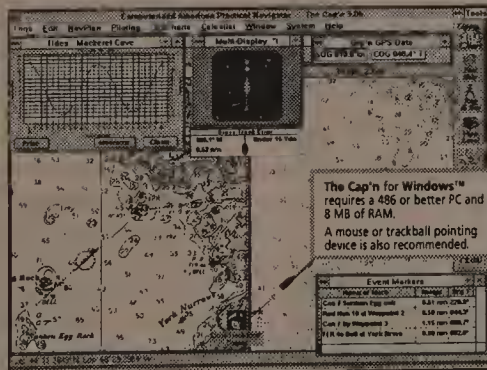
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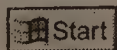
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WORLD OF

With reports this month on **Educational Sailing in Santa Cruz**, the highs and lows of chartering in the **Windward Antilles**, thoughts on a **Small Company Worthy of High Praise**, and miscellaneous **Charter Notes**.

Giving Something Back

It's not everyone who can make a go of it in the charter biz. The costs are higher and the work is harder than most casual observers would imagine. Some though, have been able to meld an ideal combination of boat type, crew and location into a thriving maritime business. One success story is that of *Chardonnay II*, a sleek 70-footer based in Santa Cruz. But perhaps more notable than the boat's success, is the owners' willingness to 'give something back' to the community, as if to say thanks.

Owners Jim Beauregard and Charles Canfield don't mind making a buck with their customized Santa Cruz 70 ULDB, but there are certainly easier ways to generate cash flow than by sinking three-quarters of a million dollars into a seasonal 'floating asset'. You have to *really* love sailing in our coastal waters to ante up for a boat like *Chardonnay II*. So when ship's naturalist Cynthia Le Doux-Bloom proposed the idea last summer of using the boat to give local school kids exposure to the 'science of sailing' and the marine ecosystems of the Monterey Bay National Marine Sanctuary, Jim and Charles were genuinely intrigued.

Cynthia went to work designing a detailed program curriculum which encompasses on-board lessons in both marine biology and sailing fundamentals. Then, with generous funding from *Chardonnay's* owners, she launched a 10-week pilot project to 'test the waters'. Needless to say the program was a hit. When it reached its one-year anniversary last month, approximately 4,000 kids from all over the Bay Area had shared this creative learning experience.

Chardonnay's charter-specific design seems ideally suited for such programs with important features like extra high stainless steel 'lifelines', an enormous cockpit (that's wheelchair friendly) and broad entry steps built into her reverse transom. The fact that this boat (and her predecessor, *Chardonnay I*) have a perfect safety record over their 11-

year charter history doesn't hurt either. Co-captains Scott and Krista Lighthall, who've been on board since day one, are to be commended for that achievement. The fact that Chardonnay Sailing Charters carries 24 million in insurance also pleases school administrators — many a youth sailing program has been stifled due to liability issues.

The one-and-a-half-hour program accomodates up to 34 kids in addition to 14 teachers and adults. Unlike most field trips, this one seems to attract an inordinate number of *dads* as well as moms. The cost has been chiseled down to about \$10 per person thanks to grant funding from the Schools Plus organization and donations from a variety of businesses including West Marine Products, O'Neill Yachts and — would you believe — Paul (Newman's Own) Newman. Despite its success, the project is far from a money-maker for *Chardonnay's* owners, who still subsidize it heavily.

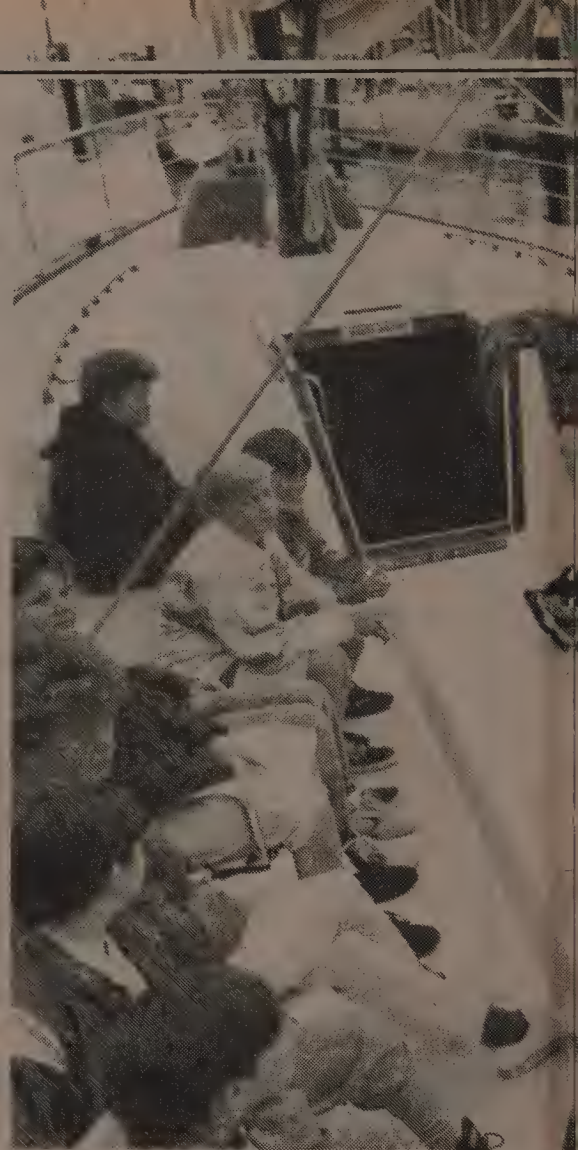
When I arrived at Santa Cruz Harbor last month to check out the program first hand, a bevy of excited sixth-graders was huddled around a dockside table that was teeming with freshly-gathered kelp. Cynthia stood among them discussing the role of sea plants in the Bay's complex network of food chains. This laid the groundwork for on-board 'lab work'.

Once aboard, Captain Scott gave a quick safety orientation and laid down *Chardonnay's* three cardinal rules: 1) always keep a hand on the rail, 2) stay off the cabin top, 3) have fun and learn a lot!

Below decks *Chardonnay's* huge, uncluttered salon was set up as a mini-marine lab, with 10 stations to specifically study: microscopic plankton, live marine invertebrates, fish, marine birdlife, sea otters, seals and sea lions, two types of whales and more.

Cynthia left the boys on deck with Scott

A picnic lunch at Twin Lakes State Beach caps off an 'awesome' field trip that includes an educational scavenger hunt in the back bay.



and Krista to discuss sailing fundamentals while she led the girls below for a whirlwind spin through the various lab stations. A few minutes later, when she quizzed them orally and received a rapid-fire succession of answers I was left thinking, "Whew! Thank God she didn't call on me!" Then I found out the little cheaters had been boning up on this stuff in class for several weeks beforehand.

Each teacher is given a comprehensive, 56-page program manual after they book their trip dates. It thoroughly explains what to expect during the program, and includes in-depth background information, extensive lesson plans for before and after the field trip, as well as resource materials and glossaries of both nautical and scientific terms. Much of this impressive package is



CHARTERING



ALL PHOTOS LATITUDE/ANDY

surrendered to whomever volunteered to steer — regardless of inexperience. In the process, junior skippers had a chance to steer by the compass as well as by the luff of the sails. When it came time to tack, Captain Scott gave a gentle clang to the ship's bell and 40 heads ducked attentively. Each maneuver brought another opportunity to reinforce basic elements of seamanship and to practice using 'sailor-talk'.

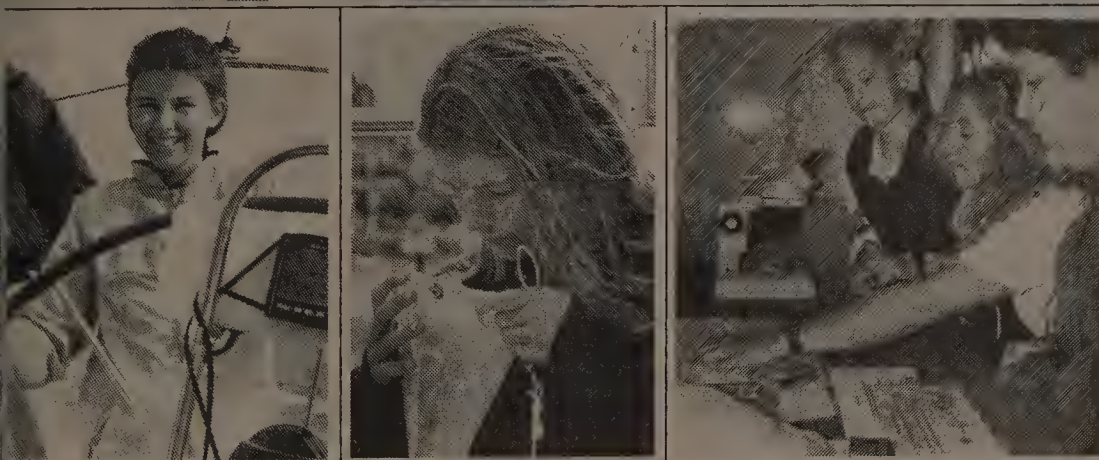
Back at the dock, both kids and parents seemed energized and appreciative. As a add-on to the sailing trip, many classes follow a series of strategically-placed plaques on a self-guided, interpretive tour of the Santa Cruz Harbor that ends at Twin Lakes state beach (an ideal spot for a picnic lunch). The program also manual includes a playful 'scavenger hunt' questionnaire.

Even more impressive, though, is that 10 marine-related business and organizations in the Harbor area welcome kids to come by for a presentation (by previous arrangement) on their specific marine endeavor. These include the Pelagic Shark Research Foundation, Save our Shores (a marine conservation organization) and Bayside Marine (a commercial fishing outfit).

As any California teacher will tell you, kids today require more than a droning monologue to keep them focused on learning. In the '90s, effective teachers must learn to 'engage' their students in order to achieve the best results. From what we observed, the Chardonay Marine Education Program does precisely that. Let's hope their team will continue to share the wonders of our oceans with many young minds in the months and years to come — and that other yacht owners will follow suit.

For more info on all types of charters aboard Chardonay call (408) 423-1213.

— latitude/aet



Top: Long-time skipper Scott Lighthall discusses the 'physics of sailing'. **Above (left to right)** many hands hoist the main; all smiles at the helm; checking the catch of a 'plankton tow'; Cynthia briefs students in her 'lab' below decks.

written in both English and Spanish, as it has been adapted from Cynthia's bilingual book *iHola Olas! Hello Waves!*

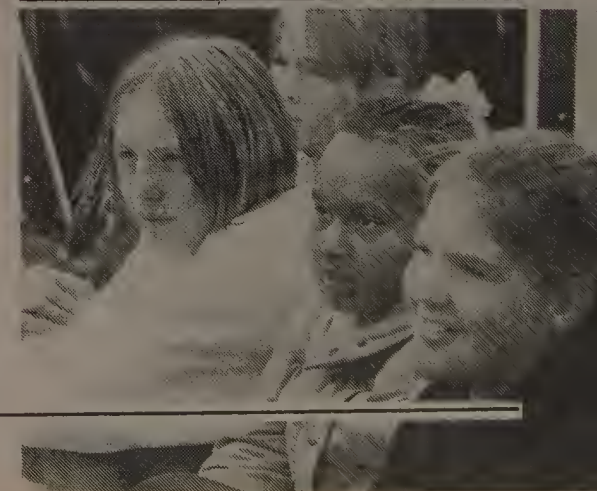
A credentialed teacher, Cynthia taught school (bilingually) for several years in Santa Cruz County before focusing on her nautical program. Cheerful, bright-eyed and bubbling with energy, Cynthia is a real dynamo who seems to command almost instant respect and attention from her temporary students. (While the idea of separating boys and girls may not be in keeping with '90s political correctness, Cynthia speaks from vast ex-

perience when she explains that doing so achieves the best results in a lab situation.)

After the boys got their turn in the lab it was time to set sail. Volunteers were recruited to hoist the main and off we went for an hour of carefree sailing past the Mile Buoy and along the Santa Cruz cityfront. Along the way Cynthia and the crew discussed the characteristics of sea birds and marine mammals as well as the food chains associated with them. For kids who sail often, this might have been just another pleasant day on the water, but for the majority of the program's participants (especially disadvantaged city kids), cutting through ocean swells on an ultralight is undoubtedly on par with a trip to a major theme park — and in this case they're actually learning something!

Chardonay's enormous wheel was

When co-captains Scott and Krista talk about sailing, all eyes are attentive. It was the first time some had experienced 'wind-powered transport.'



Windward Memories — Good and Bad

Over the years we've chartered in many places around the globe. This time we chose The Eastern Caribbean's Windward Antilles. We had most of our usual crew, plus a few replacements, making six of us in all.

For a change, we decided to try a multihull this time. Although the Lagoon 37 is a likely winner in the 'ugly boat' contest, it is an absolutely perfect boat for six to cruise on. Although not particularly fast, and known for making substantial leeway due to its high freeboard, the spacious quarters, salon, deck and dance floor-sized cockpit area are blessed relief from the usual knee-knocking arrangements of some monohulls.

We knew July was the beginning of the Caribbean hurricane season, but we thought starting our charter on July 1 would be a safe bet. Wrong. Enter 'Big Bertha'. On July 1 Hurricane *Bertha* was north of Martinique, and we were headed south. So, we left Rodney Bay, St. Lucia and blasted down the coast toward Marigot Bay. Seas were lumpy, the wind was blowing 30 knots and squalls were frequent, but we left the worst of it behind us as we moved south.

One of the problems a cruising group must face is selecting the best places to stop, shop, snorkel, sight-see and whatever else is to be done. One thing's for sure, there's not enough time in 11 days to see all of the Windwards. Chris Doyle's *Sailors Guide to the Windward* (Cruising Guide Publications) provides valuable information about all the likely places to visit (or not to visit), as well as where to eat, provision, snorkel and most

You'll definitely feel like you're 'livin' in a postcard' when you anchor in Soufriere Bay, St. Lucia. Petit Piton towers in the distance.



everything in between. Don't leave home without it.

We spent three nights on St. Lucia: at Marigot Bay, Soufriere, and anchored off the defunct Jalouise Hotel. We snorkeled at L'anse Cochon, at the cliffs off Soufriere and at Jalouise Bay.

Deciding we'd better pick up the pace, we passed St. Vincent and sailed on to Bequia, anchoring in Admiralty Bay. If time allowed, it would be worthwhile to spend several days on this charming little island. We, however, cleared in, reprovisioned, had dinner at the Ginger Bread, and set sail for Mustique the next morning.

Mustique is a spectacular island. It's easy to see why the 'rich and famous' take get-aways here — the beaches and reefs offer great watersports.

Spread: Another crowded day at Salt Whistle Bay in the Grenadines. Inset, top: A quaint boutique on Mustique with typical Caribbean 'ginger-bread' trim. Inset, bottom: Life is delightfully slow in 'downtown' Port Elizabeth, Bequia.

Next, we set off for Mayreau and Salt Whistle Bay. An ad for the Salt Whistle Bay Club states there is no place else in the world quite like it. They're probably right. This is no ordinary eatery. The tables are of stone, each with a thatched roof, and are arranged like lily pads in a pond. In addition to the ambiance, outstanding rum punch and local food delicacies, this is an excellent place to catch a glimpse of the illusive 'green flash' at sunset.

Around the corner and east of Salt Whistle Bay lie the Tobago Cays, which punctuate a sea of crystal-clear turquoise water. Surrounded by Horseshoe Reef, this collection of tiny islets is a snorkelers



paradise. In this, the off season, there were 36 boats at anchor — I can't imagine what high season is like!

Our next stop was Clifton, on Union Island, which brings us to the subject of 'boat boys'. Throughout the trip we found most boat boys to be cordial and friendly. However, it's likely that many have the perception that North Americans are all rich, and when we go home we simply refill our pockets with easy money. Other than at the Hummingbird Restaurant at Soufriere Bay on St. Lucia, where it's normal to hire a trustworthy boat-sitter to 'guard' your boat while you have a wonderful dinner ashore, most merchants in the Windwards advise, "Don't give service guys, helpers and boatwatchers any tips!" Apparently they feel that doing so exacerbates the expectations of boat boys and others. After much discussion amongst ourselves, we couldn't find a

suitable resolution to this tricky situation.

At Clifton we had an ugly encounter with boat boys. These guys seem to think an entering boat is their personal property. One insisted on a \$20 tip for securing a dock line and later terrorized one of our crew from his dinghy with threatening gestures and verbal abuse, while she was on the boat alone. The Clifton Beach Hotel dock boy, seeing what was going on, paid another boat boy to ferry us back to our boat in a hurry so we could diffuse the situation.

We also feel obligated to report an even more shocking incident that occurred at Soufriere Bay on St. Lucia. We'd been leap-frogging down the coast with an American couple aboard a 31-foot Beneteau. They turned up at Soufriere and anchored just across the bay from us. During the night they were boarded, threatened and robbed of their money and valuables by a machete-wielding thief. The police were reluctant to respond, although they eventually did. With no money, the severely shaken couple cut their long-awaited vacation short, opting not to hang around to endure legal proceedings in a foreign country.

Even places thought of as 'paradise' seem to have their share of crime these days.

— bob hull
san leandro

Small Charter Companies Also Excel

Latitude 38 readers often praise the giant charter firms, but we'd like to acknowledge that the people at Conch Charters, Ltd. in Tortola, BVI deserve an 'atta boy' for their services too.

In March my wife, a friend and I

Built for comfort, not for speed, the Lagoon 37 is no racing cat, but is a dream boat in terms of lounging space both above and below decks.

chartered a Beneteau 43.5 for ten days and were extremely pleased with both the boat and the service we received. From the general briefing at the front office through a thorough check-out of the vessel by a staffer named Tim, we all agreed that this company is a rising star in a crowded market.

Conch's service did not end when we left the dock, either. The few times we had problems aboard, they were quick getting back to us by cellular phone and took the time necessary to walk through solutions to our problems, rather than have us wait for a maintenance guy to show up.

High marks also go to The Ample Hamper for meeting our provisioning desires.

Finally, I reluctantly feel the need to warn BVI charterers to avoid the Peter Island Resort. The harbormaster and his crew are pleasant and accommodating, but the same simply cannot be said for the front office staff. Although we were paying top rates for space at the dock and for drinks and dinner, and even met their dress code, we were treated more like poor cousins than paying customers. What really irked us was having to pay \$1.25 for a five minute shower, then having no hot water. We received neither sympathy nor an apology from the management. My recommendation: if weather and seas permit, anchor out at Deadman's Beach (which lies just offshore) and spend your shore time at the beach-side bar.

Despite that one episode of civilized rudeness, we'll come back to the BVI again — and to Conch Charters. The tunes of West Indian crooner Quito Rymer are still playing in my head.

— fred walter
san francisco



WORLD OF CHARTERING

Charter Notes

The launch of the **Polar Mist** this summer was a long time comin'. When we featured **Rich and Sheri Crowe's** unique 'expedition charter vessel' in *World of Chartering* last February, we thought the launch date was imminent. So did they. But as with many nautical projects, completion took a few months longer than expected. No matter. When you're building a boat to withstand the rigors of Antarctic ice and Cape Horn weather, there's little wisdom in rushing things.

This beamy, 54-footer is built like a high-tech aluminum tank, ready to do battle with ice flows and raging southern seas.

Rich and Sheri are two of the most experienced blue water sailors we know, having run offshore programs for **Orange Coast College** for some 14 years. OCC now manages **Polar Mist's** bookings as she makes the 10,000 mile voyage from Newport Beach to Patagonia in several legs of *truly challenging* ocean sailing. If you've got the mettle, call for details: (714) 645-9412.

As a follow-up on our lead article this month, we want readers to know about several other **kids' sailing programs**.



RAY MILLER

Finally 'out of the blocks' after years of planning and construction, 'Polar Mist' is now on her way to the frozen south with sail trainees on board.

While not focused on marine biology, they are enriching, educational and fun.

The 78-foot brigantine **Rendezvous** offers an ongoing **Marine Education Program** where students are given an integrated curriculum while rotating through three 'watches'. During these four-hour cruises, students are introduced to the basics of sailing and navigation as well as to the role of ships and sailors in San Francisco Bay history. A final environmental component looks at man's influence on the Bay's marine life and habitat. Call (415) 543-7333 for details.

Two other well-known square-riggers are now offering a special series of educational kids programs called **Voyages of Rediscovery**, as they travel in company around the Bay Area and down the coast to Long Beach. Beginning October 19, the Sausalito-based **Hawaiian Chieftain** and the **Lady Washington** — Washington state's official tall ship — will offer both dockside tours (with 'learning stations') and on-the-water programs, where hands-on seamanship is blended with California historical topics. Call (415) 331-3214 for a schedule and details.



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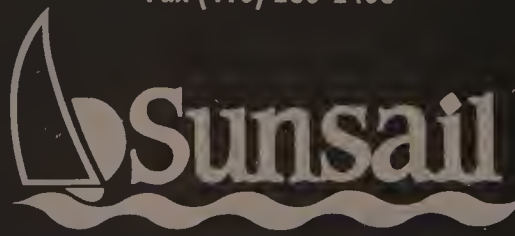
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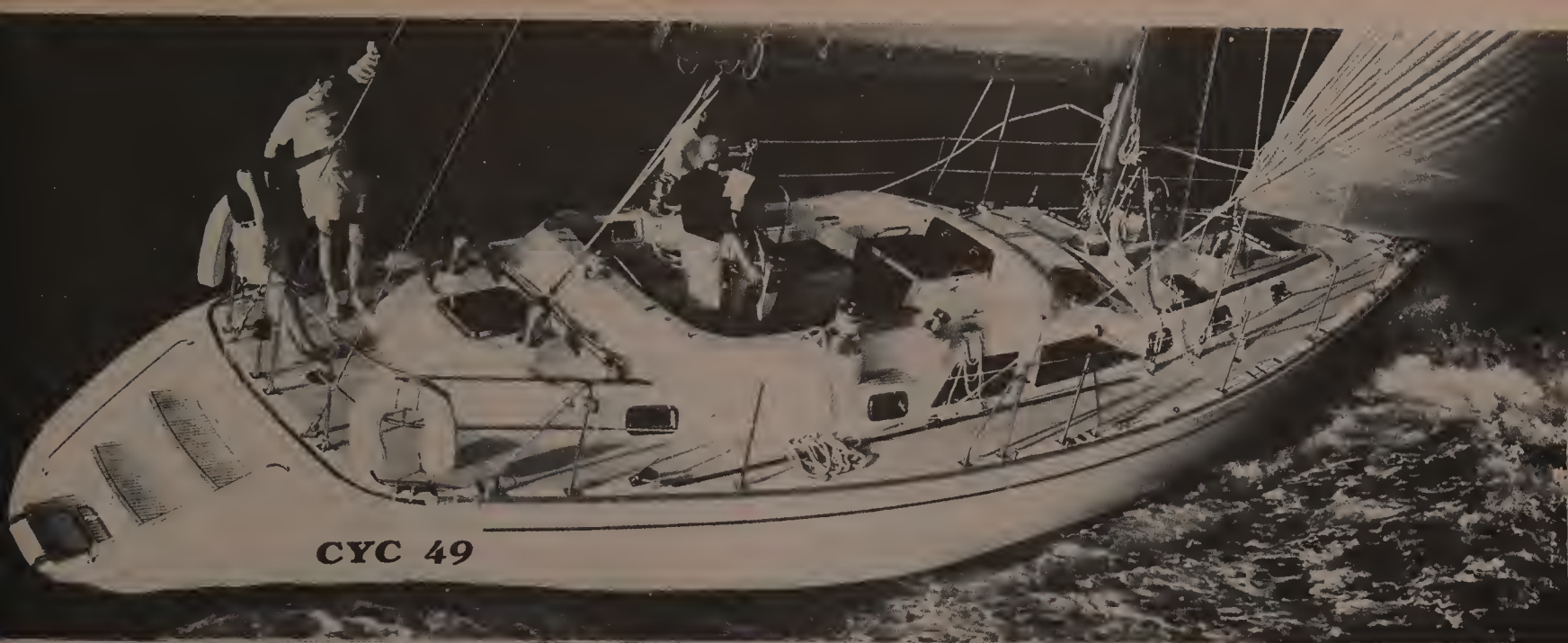
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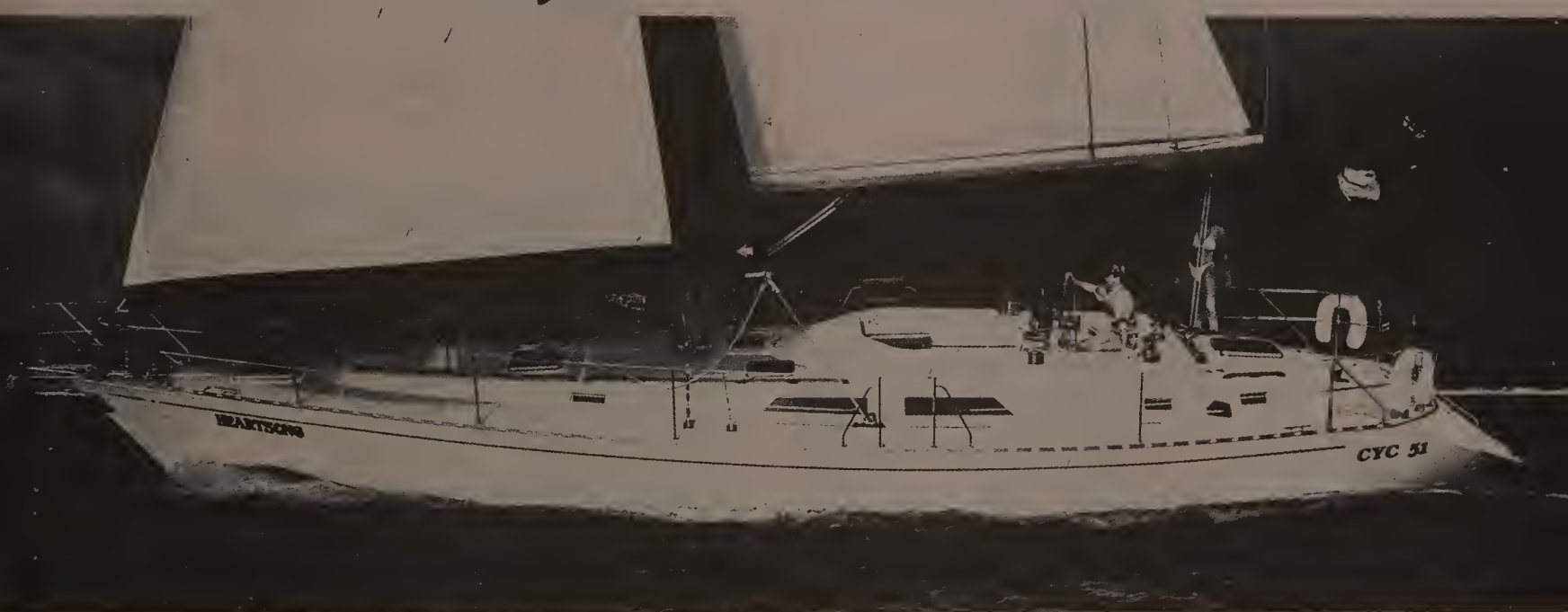
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CUBA

Tropical, Unspoiled, Communist

Latitude 38 is planning to take *Big O* to Cuba in mid-November for journalistic and humanitarian purposes. As such, it may be possible to have the visit approved by the United States government.

If we can't get approval, we're going anyway. It's not illegal to travel to Cuba, although paying for transportation to Cuba and/or spending money while in Cuba is considered "Trading With the Enemy" — and is against the law.

Our plan is to leave Key West for Havana, then head around the west tip to cruise the south coast of Cuba as far east as Trinidad. From there we'll sail to Jamaica. The itinerary is always subject to modification.

Only the most adventurous people will be considered for this trip, meaning you can't complain if you find yourself fined or arrested by the U.S. and/or Cuban governments — although the latter has the welcome mat out for all foreign visitors.

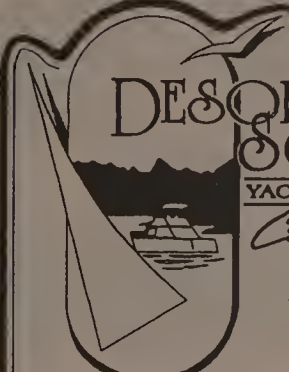
The cost of the trip is \$2,000 per person, but does not include transportation to Key West and back from Jamaica. The price would include food and beverages — as well as the possibility of being seasick, miserable, shipwrecked and other nautical fun. As stated above, we can only charge for the trip if it gets approved by the U.S. government. If it doesn't get approved, we can't charge.

Persons with strong political feelings regarding Cuban-American relations need not apply. We're going to Cuba to meet people on a person-to-person basis. *Big O* always sails with a mixed crew, so women are encouraged to apply.

If you have the money, and if you have a burning desire to see Cuba before it becomes another capitalist resort, call Richard at (415) 383-8200 Ext 111. If you're not sure if you want to go and/or have a million questions, please don't call.

— Thanks.

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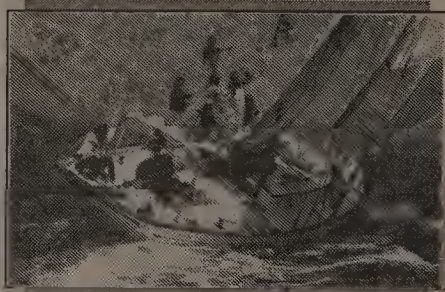


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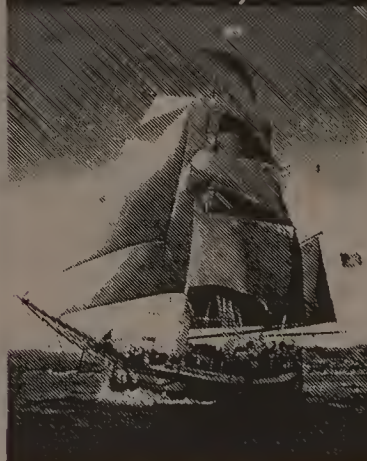
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THE RACING

With reports this month on a trio of **silver sea gods**; the mostly light-air **Windjammers Race** to Santa Cruz; the mellow **Half Moon Bay Race**; the lightly-attended **International Masters Regatta**; the hotly-contested **Melges 24 Nationals** in Long Beach; the large and excellent **NOOD Regatta**; the low-key **Jazz Cup** jaunt to Benicia; the lopsided **San Francisco Perpetual Challenge Cup**; and the usual quota of **race notes** at the end.

The New Ironmen

Last year, when Justine Faulkenburg became the first person to master *Latitude*'s three-part Labor Day Weekend Ironman Challenge, we noted that "it took a woman to do a man's job." This year, it took two men to do a woman's job. . . or something like that.

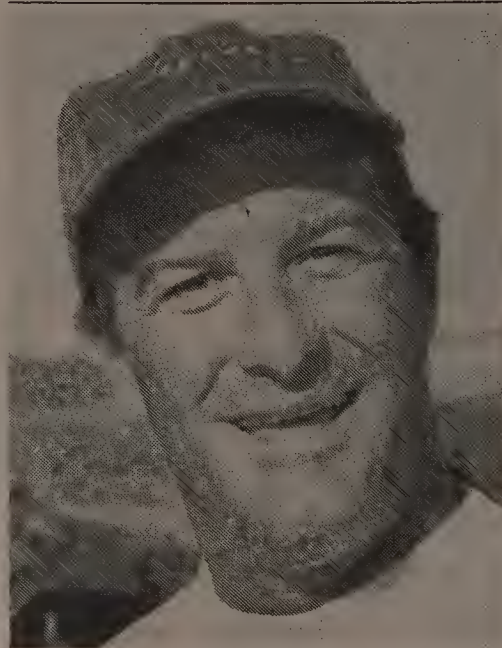
Without further editorializing, meet our new Ironmen: Aaron Lee and Brent Draney, sailing buddies who also work together on computers at Lawrence Berkeley National Laboratory. The duo sailed in the Windjammers on Friday, the Jazz Cup on Saturday, and the NOOD Regatta on Sunday —



Madmen across the water: Ironmen Aaron Lee (above left) and Brent Draney. Right, Pete Heck.

enough: they were sailing together on Mark Thomas's B-25 *Zilla* for the first two races. After a slow start in the Windjammer, the fun started. "The boat felt like a big surfboard," said Aaron. "You'd pump the sails, catch a wave and off you'd go! Mark even set a new 'house record', hitting 15 knots. It was a good thing we put on the long rudder that day!"

The wind appeared to be holding, so Mark called his girlfriend on the cellphone and asked her to meet them at the Santa Cruz YC with the trailer at 8 p.m. Bad idea! The wind quickly evaporated, the sun went down and our new heroes sat shivering off the cement factory at Davenport until finally finishing at 4:30 a.m. By gutting it out, they won Division III, a pleasant surprise.



and then, needless to say, spent all day Monday recovering. Amazing what some people will do to get their picture in the magazine and a free T-shirt, isn't it? "Actually, we're friends of Justine," said Aaron. "We figured if she can do it, so could we. Plus, it sounded like a really stupid, but entertaining, way to spend the weekend!"

The Berkeley duo's marathon started well

The original plan of racing *Zilla* in the Jazz Cup was scrapped — not enough time to unrig and rerig the boat. Mark, sensing the urgency of our duo's crusade, was kind enough to drive Brent and Aaron to their cars in Alameda Marina, arriving at 7:30 a.m. ("What a great guy!" said Brent.) With a hearty breakfast offsetting virtually no sleep, the duo begged a ride on John Clauser's



Farr 40 *Bodacious*. Aaron is normally the crew boss on *Bodacious*, so they were actually happy to have him back. Brent, who regularly is the righthand man on the Catalina 27 *Latin Lass*, was also welcomed. But the boat was running late, and after finally shoving off the dock at Nelson's, they sailed across the Jazz Cup starting line — cough, cough — about 30 minutes late.

"Bobbi doesn't want to call the dock times anymore," laughed Aaron. "The day turned into a pleasure sail, good for practicing spinnaker peels. As usual, there was plenty of food and drink on board, even for two extra people. John and Bobbi really take good care of their crew."

For the third leg of the Challenge, the pair split up. Aaron sailed the NOOD on his pre-arranged ride, the J/24 *Colorblind*, while Brent hitched a ride on the Stockton-based Olson 30 *E-Ticket*. Both boats are new to their owners this year, and neither was anywhere near the front row at the finish. "At least we had fun, and neither boat came in



LATTITUDE/ROB

'Lakota' idling along in the low 20s during the Windjammers. It's wet, wild and more fun than you possibly imagine.

last!" said Brent.

While our hats are off to the new Ironmen, we can't leave the subject of sailing marathons without mentioning Pete Heck, the 'phantom' loft manager at North Sails in Huntington Beach. A true sailing madman, he pulled off an almost impossible Hawaiian hat-trick this summer — after doing the Vic-Maui Race on *Cheval*, he flew back to the mainland for 1½ days before jumping on the SC 50 *Roller Coaster* for the Pacific Cup. After briefly celebrating their class win, the 37-year-old sailmaker flew home to Long Beach for 2½ days before returning to help *Sayonara* win the Kenwood Cup. Not too long after that, we ran into him at the Windjammers Race, sailing again on the victorious *Roller Coaster*. This guy gets around!

"It was a crazy summer," confessed Heck, whom we saw again at the Big Boat Series



The only record set by adventurer Steve Fossett, second from left, and crew this day was for 'most fun trip to Santa Cruz'.

aboard *Sayonara*. "I still love sailing, but think I better lay low for awhile. My family and employers are still a little pissed off at me for being gone so much!"

Windjammers Race

The 55th annual Windjammers Race, held on Friday, August 30, was one of typical extremes: first not enough wind, then too much, and then not enough again. The 65 participants, which included 18 boats in the

popular 'iron genoa' division, sprinted out of the starting blocks off St. Francis YC beginning at 9:10 a.m. — only to slam on the brakes at Mile Rock. While the racers were stalled out against the building 4.3-knot flood at the corner, the cruisers simply put their motors on and headed down the coast.

After the racers slatted for over three hours in the washing machine off Cliff House, the breeze filled in and the 67-mile 'slot car' race to Santa Cruz began. Steve Fossett's globetrotting trimaran *Lakota* quickly dropped the monohulls off the horizon astern, hitting steady 20s and bursts up to 25. In steadier wind, the 60-foot long by 52-foot wide "planing tennis court" would surely have shattered *Merlin's* 1983 record time of 5 hours, 58 minutes. As it was, after punching through the final parking lot off Santa Cruz, *Lakota* finished in a slow — well, for them — time of just over seven hours.

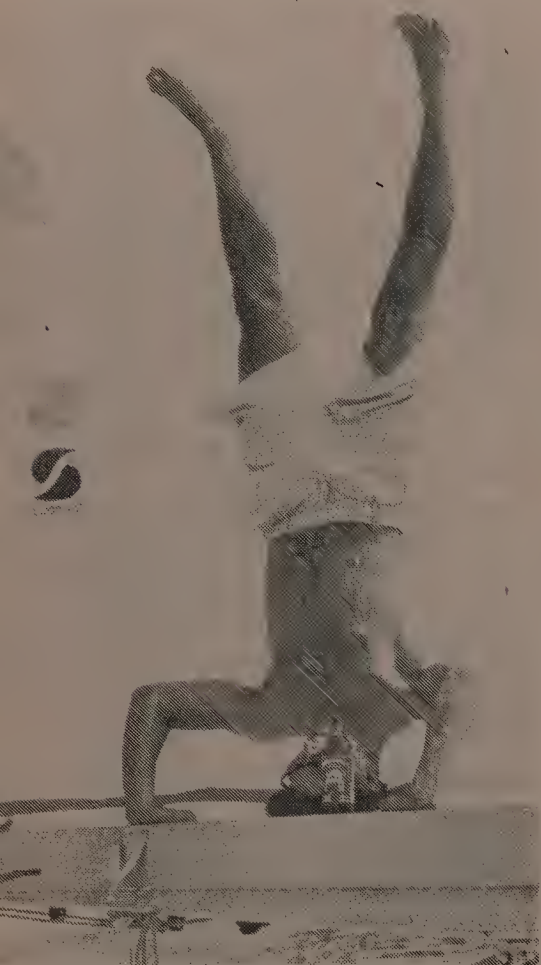
"We're pleased that the Windjammer YC has become enlightened again about allowing multihulls in the race," noted *Lakota* crew Peter Hogg.

The first racing monohull to finish, Robert Mann's SC 52 *Ingrid*, came in at 8 p.m. after 10½ hours on the course. Two minutes later, John Fraser and Ken Burnap's SC 50 *Roller-*

coaster pulled in to win overall on corrected time — their fifth such victory in six 'Jammers. Fraser was quick to attribute the remarkable string to "a great crew, a light well-prepared boat, and a bit of luck." This year's *Roller-coaster* riders, all of whom did the Pacific Cup together two months ago, were the two co-owners, Jack Halterman, Pete Heck, Scott Pine, Brent Ruhne, Matt Lettunich and Bruce Vessey.

"We were really lucky this year," admitted Fraser. "*Allure* and *Chasch Mer* got sprung from the Gate before us and were literally out of sight when we finally got going. Then,

THE RACING



Scenes from a slow race to Half Moon Bay aboard 'Scorpio'. Above, 'Connecticut Jeff' keeps a sharp lookout for wind.



'Michigan Jeff' contemplates cleaning up his office as 'Scorpio' pursues 'Zamazaan' downwind out the Gate towards the westerly.



Sam, a most demanding trimmer, tends the spinnaker sheet, while the two Jeffs watch the guy and Doug drives.

with the wind up to 38 knots, we completely laid the boat over as we attempted a bald-headed change to the 1.5 — we called it our 'once-a-Windjammers' crash. *Octavia* pulled up next to us, and then they tipped over. If you're hanging it all out off Davenport, you will crash at least once. . . Anyway, we spotted the two lead boats becalmed on the inside a few miles from the finish, and were able to do an end-around. I guess it shows that you should never give up!"

While the bigger boats experienced up to 40 knots of wind at the Santa Cruz county line, the breeze tapered off at dusk, shutting the door on the smaller boats. Up to half of this year's racing fleet DNFed at one end or the other of this year's relatively slow race, including *Zamazaan* (see *Sightings* for a related story). The last boat in, Dale Mead's J/30 *Breakaway* limped across the line at 6:46 a.m.

MULTIHULL — 1) *Lakota*, Custom 60, Steve Fossett. (1 boat)

DIV. I — 1) *Eos*, J/120, Jim Cascino; 2) *Sceptre*, J/120, Bob Musor; 3) *Jose Cuervo*, J/105, Sam Hock. (9 boats)

DIV. II — 1) *Two Scoops*, Express 34, Tom Goodwin; 2) *ESC*, J/29, Mark Roos. (5 boats)

DIV. III — 1) *Zilla*, B-25, Mark Thomas; 2)

Speedster, Moore 24, Fred Cox; 3) *Breakaway*, J/30, Dale Mead. (8 boats)

DIV. IV — 1) *Wood Echo*, Henry 42, Lowell Sinclair. (5 boats)

ULDB 40 — 1) *ProMotion*, SC 40, West Marine/Bruce Edwards; 2) *Camelot*, SC 40, Gerald Stratton. (5 boats)

ULDB 50 — 1) *Rollercoaster*, SC 50, Burnap/Fraser; 2) *Allure*, SC 50, Chuck Jacobson; 3) *Chasch Mer*, SC 50, Randy Parker; 4) *Octavia*, SC 50, Shepard Kett; 5) *Ingrid*, SC 52, Bill Turpin. (8 boats)

SANTANA 35 — 1) *Shockwave*, Allen Stegall; 2) *Wide Load*, Bruce Wilcox & Lucie Van Breen; 3) *Backdraft*, John Rizzi. (7 boats)

MOTOR ALLOWANCE — 1) *Eastern Star*, Brewer 42, Lou & Steve Zevanove; 2) *Avocet*, CS 30, Donald Scheer; 3) *Je T'Alme*, J/42, Pat Nolan; 4) *Scoop*, Wylie 34, Mike Clarke; 5) *Horizon*, Aries 32, James Enzensperger. (14 boats)

MOTOR ALLOWANCE (doublehanded) — 1) *Chelonia*, Yankee 30, Ed Ruszel; 2) *Sea Witch*, Yankee 30-1, Bob Boyton. (4 boats)

OVERALL — 1) *Rollercoaster*; 2) *Allure*; 3) *Chasch Mer*; 4) *Octavia*; 5) *Ingrid*.

Half Moon Bay Race

Thirty-four boats sailed in the penultimate ocean race of the summer season, the two-day Half Moon Bay Race on Sep-

tember 7-8. Co-hosted by Island YC and Half Moon Bay YC, the mellow and sunny weekend consisted of a light-air 23.5-mile run to Half Moon Bay, followed by an even slower 32.2-mile spinnaker run home the next day. Not a drop of saltwater hit anyone's decks until the fleet re-entered the Gate on Sunday, though many beers were reportedly spilled. The only damage we heard of was self-inflicted — something about a foredeck crew getting stitches after doing a drunken face-plant in the parking lot on Saturday night. Ah, the hazards of ocean racing.

With the season championship wrapped up in most classes, it wasn't surprising that 17 boats opted for DNFs in Sunday's light-air return race. Those still racing had to negotiate their way under the Bridge in a thick fog. "It was like sailing in tapioca pudding!" marvelled *Freewind*'s Betty Lessley. "You could barely see the South Tower as you passed it, and then you burst out into the sunlight on the other side. It was quite surreal!"

In groping their way back into the Bay, Lessley prudently called Vessel Traffic Control (Channel 12) to check for outbound traffic. "They obliged, and advised us to call Channel 14 for in-the-Bay traffic as well."



ALL PHOTOS LATITUDE/ROB

Jill and Scott fight for helm time. Believe it or not, 'Scorpio' placed second in this race!

Betty also encouraged any ocean racers out past dark to monitor Channel 72. "The race committee fusses and worries about us a lot."

The '96 OYRA season wraps up on October 5 with Richmond YC's Junior Waterhouse Race.

PHRO I — 1) **Dolphin Dance**, SC 50, Dave Sallows, 2.75 points; 2) **Pegasus XIV**, Newland 368, Dan Newland, 3.75; 3) **Enchante**, Beneteau 42, David Jacoby, 7. (9 boats)

PHRO II — 1) **Dance Away**, Tuna 35, Doug Storkovich, 3.75. (3 boats)

MORA I — 1) **Baffett**, Express 27, Tom Baffico/Forest Baskett, 2.75 points; 2) **Friday**, Express 27, John Liebenberg, 3.75; 3) **Run Wild**, Olson 30, Al Holt, 5. (9 boats)

MORA II — 1) **LatIn Lass**, Catalina 27, Bill Chapman, 2.75 points; 2) **Roadhouse Blues**, Hawkfarm, Torben Bentsen/Brian Boschma, 3.75; 3) **Tutto Benne**, Ranger 23, Mike Warren, 12. (9 boats)

SSS — 1) **Erlin**, Antrim 30+, Dan Buhler, 1.5 points. (3 boats)

CRUZ — 1 boat, DNF both directions.

Masters Regatta

"We honestly thought Charlie had won the regatta," said Great Britain's Stuart Jardine of the St. Francis International Masters Regatta. "We sailed by and congrat-

ulated him — he sailed better than us and deserved to win. Only after someone got the rulebook out on the dock did we realize that we'd won again."

Held in glorious conditions on September 6-8, this year's IMR was the smallest in memory, plus one of the strangest. Despite a stern lecture from race manager Matt Jones about not smashing up the borrowed J/24s, a wicked collision at the weather mark in the second race with regatta founder Don Trask left the Brit's boat *Cujo* dismasted. The protest went against Trask, so Jardine, the defending champion, was awarded a YMP (average points redress) as well as a new boat, *Casual Contact*.

Jardine, 63, sailed with his 'older' (by 20 minutes) brother Adrian, Lewis Conger, Greg Larson and local knowledge source Susie Madrigali, found the new boat to his liking. His final scores of 2,1,4,2,1,1 were just good enough to nip 83-year-old Hawaiian legend Charlie Dole, who finished with a 1,1,1,3,2 record. "I'll be back next year to take another shot at beating these 'kids', laughed Dole.

"We'll be back, too," said Jardine, who is the reigning UK J/24 champ and who came in 13th at this summer's J/24 Worlds at Sardinia. "The sailing here is fantastic, and I really like the camaraderie of this event. Plus, my wife loves to go shopping in San Francisco. I figure it will take me almost until the next regatta to pay off our credit card bills!"

The international championship, for skippers over 55 and crews over 45, will be held October 17-19 next year. "We had to

out soon enough, and obviously the numbers were way down. Next year, we're planning on a full house at the Masters again. We're also hoping to attract more women participants in future years."

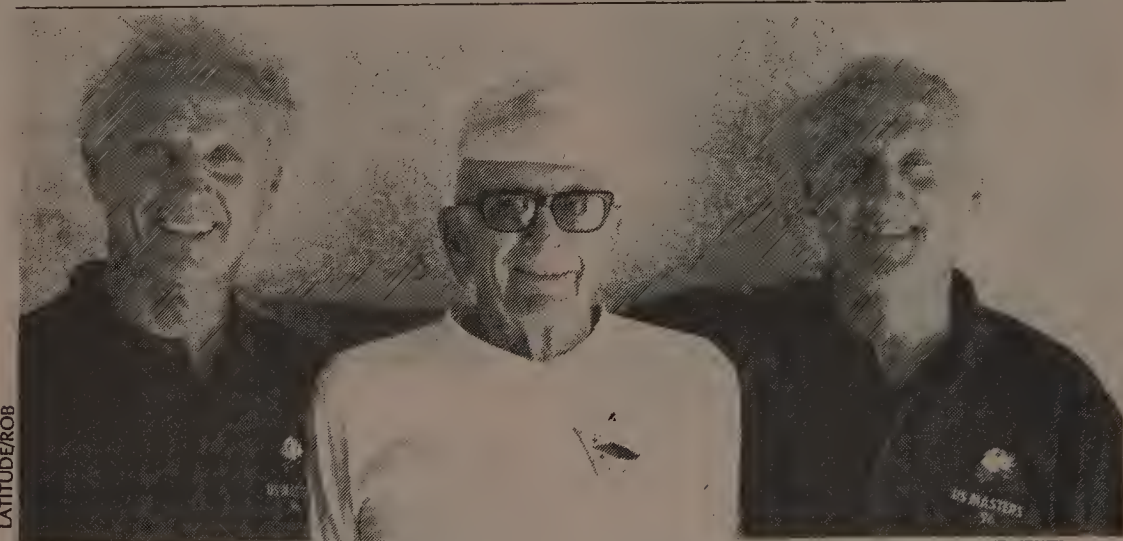
1) Stuart Jardine, Lymington, GB, 6.9 points; 2) Charlie Dole, Honolulu, 7.25; 3) John Scarborough, Belvedere, 17; 4) Jim Coggan, Tiburon, 22; 5) Alan Holt, Bellevue, WA, 25; 6) Don Trask, Piedmont, 27; 7) Hank Grandin, Sausalito, 32; 8) Tak Takamura, Japan, 39; 9) Saburo Oniki, Japan, 42. (9 boats)

Melges 24 Nationals

Newport Beach sailmaker Dave Ullman, at the ripe age of 50, continues to enjoy one of his best years ever, recently adding the '96 Melges 24 National Championship to his burgeoning trophy case. Sailing with boat partner Roger Gooding, his son Kirk Gooding, Steve Shaw and Pease Glaser ("our calming influence"), Ullman dominated the heavy-air series with scores of 1,4,1,1,1,2,7,(DNS). A total of 45 boats sailed in the eight-race, one-throwout regatta, which was hosted by Alamitos Bay YC on August 22-25. This was only the fourth time that the relatively new Melges 24 class has held a national championship.

Brian Porter of Zenda, Wisconsin, was the runner-up, as well as the top amateur. Porter won two of the races, including the last one which Ullman had the luxury of sitting out. ("We wanted to win the race to the hoist!" laughed Dave). Taking bullets in the other two races that Ullman left on the table were Scott Young and Dave Chapin, who finished third and fourth overall respectively.

The fleet was loaded with talent, including 8 Olympic medalists, 17 world champions and several dozen collegiate All-



LATITUDE/ROB

The Jardine twins and Charlie Dole. We hope we're this cool when we're their age — if we even make it that far!

push it forward this time because of the conflict with the Mumm 36 Worlds," explained Tom Allen. "We didn't get the word

Americans. Ullman, however, was in a class by himself. "We practiced for four days before the regatta, and we were sailing with a new larger mid-girth dacron mainsail that I just designed," explained Dave. "We had boatspeed to burn, so we could start

THE RACING SHEET

conservatively, go left (instead of the favored right side) for awhile, and then pick a lane and go."

Ullman also noted that the fleet was quite civilized about not tacking on each other for no apparent reason. "It's like the Star class, or any other good class. There's not much yelling, and people only mess with each other when they have to, such as on a layline or late in the regatta. Well, at least that's true in the front half of the fleet — come to think of it, I'm not so sure what goes on in the back!"

This latest win completes a 'triple crown' for Ullman in the Melges class this year: earlier big victories came at Key West Race Week (61 boats) and Trimble/North Race Week (29 boats). A second place finish at the Cal Cup — just one point behind winner Joe Londrigan — is the only 'blemish' on Ullman's Melgi résumé this year. Dave will sail one more Melges regatta this year — the Dupont Sailmakers Challenge, an industry-only shoot-out in Annapolis on October 11-13.

1) Dave Ullman, Newport Beach, 16 points; 2) Brian Porter, Zenda, WI, 22.5; 3) Scott Young, Houston, 30.75; 4) David Chapin, Orlando, FL, 33.75; 5) Joe Londrigan, San Diego, 47; 6) Don Jesberg, Mill Valley, 49; 7) Vince Brun, San Diego,

NORCAL entries: 21) Tim Duffy; 22) John Oldham; 23) Warren Seward; 24) George Szabo; 28) Hans Williams/Mark Eastham; 30) Terry Layton/David Houser; 40) David Wadbrook.

NOOD Regatta

The Jeep/Sailing World National Offshore One Design (NOOD) Regatta, held out of St. Francis YC on August 31-September 1, had it all: 153 boats from eight different states competing in 11 classes, 20+ knots of wind, and excellent parties. It also saw four rigs come down, including three on Olson 30s, and the usual amount of blown sails. There were many 'bump and runs' as the fleet short-tacked up the Cityfront, some acrimonious protests (notably in the J/35 fleet), and many minor fender-benders. There was also an accident involving a multihull running over a St. Francis whaler, which sent three people to the emergency room. We hate to say it, but don't look for multihulls to be on next year's NOOD dance card.

Like we said, there was a lot crammed into that two-day, four-race period — particularly on Sunday, when all 11 classes improbably raced on the same Cityfront course. With a 1½-mile spread between the windward and leeward marks, and all the boats doing double sausage courses, chaos reigned. However, it was highly entertaining to watch from the safety of the clubhouse, especially as the classes got stirred together. We've don't ever remember seeing so many protest flags and 720s, or hearing so much screaming!

It wasn't a particularly fair venue to settle any meaningful titles, but that didn't stop the 11:Metres and the SC 27s from calling the NOOD their national championships. Mike Ratiani and the veteran *Ronstan* team won the former, while Gary Evans and his Santa Cruz-based *Good Timin'* took the latter. Other notable performances were turned in by Seadon Wijsen, who won the brutally competitive 31-boat Melges class, and Susie Gregory and Tim Duffy who likewise topped the revitalized 28-boat J/24 class.

J/35 — 1) Jarlen, Bob Bloom, 13.75 points; 2) *Major Damage*, Dave Wilson/Chris Perkins, 13.75; 3) *Fever*, Robert King/G. Morris, 14.75. (7 boats)

11:METRE (Nationals) — 1) *Ronstan*, Mike Ratiani, 11 points; 2) *Blue Dog*, Ed Spori/Tim Wells, 12.5; 3) *Pier 23 Cafe*, Mike Beatie/Chris Watson, 16. (7 boats)

J/105 — 1) *Thrasher*, Steve Podell, 6.75 points; 2) *Aquavlt*, Thomas Sponholtz, 7.5. (5 boats)

OLSON 30 — 1) *Wildfire*, Mike Ellis/Keith

Lorence, 5.25 points; 2) *Jack's Back*, Jack Easterday, 9; 3) *Hoot*, Andy MacFie, 16.75; 4) *Zephyros*, Tyler Jones, 19; 5) *Surfer Girl*, Patrick & Tina Kershaw, 19. (16 boats)

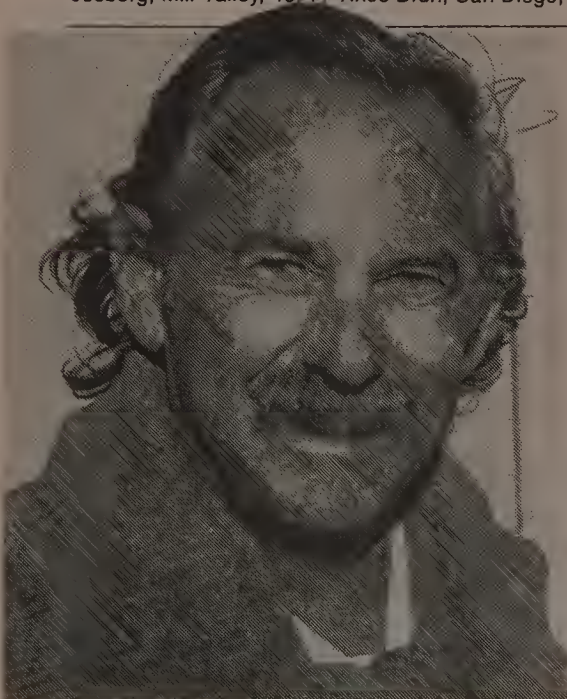
J/29 — 1) *Advantage II*, Pat Benedict, 3 points; 2) *J-Spot*, Max Fancher, 8; 3) *Aquaboogie*, Don Holland, 13. (6 boats)

HAWKFARM — 1) *Predator*, Vaughn Seifers, 5.25 points; 2) *Eyrle*, Tom Condy/Will Paxton, 10.75; 3) *Roadhouse Blues*, T. Bentsen/B. Boschma, 12. (7 boats)

EXPRESS 27 — 1) *Flying Circus*, Gene Ryley/Dave Hodges, 10.5 points; 2) *Bessie Jay*, Brad Whitaker, 14; 3) *New Moon*, Carl Schumacher/John Franklin, 14.75; 4) *Friday*, John Liebenberg, 14.75; 5) *Sonita*, Craig Page/Bill Melbostad, 20; 6) *Summer Palace*, Bart Harris, 22; 7) *Baffett*, Forest Baskett/Tom Baffico, 23. (18 boats)

SC 27 (Nationals) — 1) *Good Timin'*, Gary Evans, 19 points; 2) *Dynaflow*, Mark & Matt Dini, 20.25; 3) *Ciao*, Andy Carson, 22; 4) *Jersey Girl*,

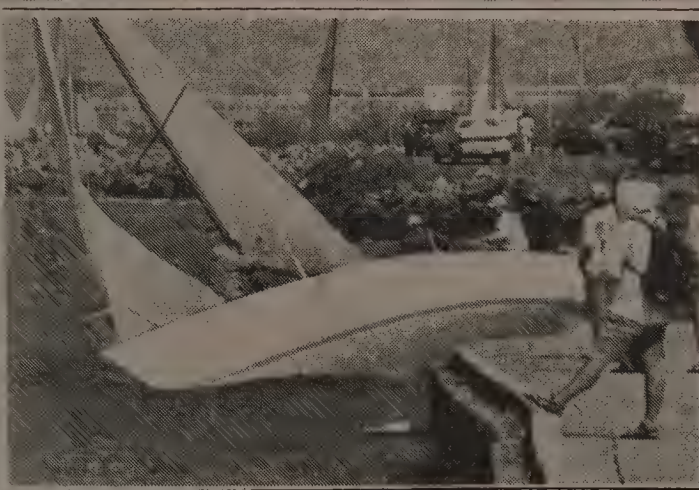
ALL PHOTOS LATITUDE/ROB



LATITUDE/ROB

Dave Ullman — sailmaker, Melges 24 national champion, and all-around good guy.

52; 8) Kevin Miller, Ventura, 56; 9) Mark Golison, Long Beach, 62; 10) Don Sullivan, Corona Del Mar, 73; 11) Steve Grillon, Redondo Beach, 75; 12) David Champion, Seattle, 83; 13) Seadon Wijsen, San Francisco, 91.5; 14) Bruce Ayres, Newport Beach, 104; 15) Buddy Melges, Zenda, WI, 106. (45 boats)



'Sunshine Express' temporarily derailed — break out the bondo!

Greg Miller, 22.75; 5) #18702, Jim Kearney, 24. (14 boats)

MELGES 24 — 1) **Powerbar**, Darin Buchalter/Seadon Wijsen, 16 points; 2) **Choices IV**, David Champion, 23.75; 3) **Stanley**, Joe Londrigan, 26; 4) **Spike's Hoedown**, John Oldham, 26.75; 5) **Rush**, Chris Snow, 26.75; 6) **Bazooka Joe**, Mark Golison/Wally Hallyday, 27; 7) **Bird of Prey**, Neil Murphy, 31; 8) **GI Joe**, James McDowell/Steve Grillon, 32.75; 9) **Casey Jones**, Don Jesberg, 38; 10) **Monsoon**, Bruce Ayers, 43. (31 boats)

J/24 — 1) **Air**, Susie Gregory/Tim Duffy, 10.75 points; 2) **Small Flying Patio Furniture**, Tom & Melissa Purdy, 18.75; 3) **Cool Breeze**, Phil Perkins, 19.75; 4) **Grinder**, Jeff Littfin, 23; 5) **Escalation**, Tom Dobroth, 26; 6) **Downtown Uproar**, Wayne Clough, 31; 7) **Molly Brown**, Charlie Kelly, 31; 8) **Electra**, Andrew Tuthill, 35; 9) **Casual Contact**, Don Oliver/Seamus Wilmot, 40.75; 10) **#2853**, Stephanie Wondollock, 42. (28 boats)

MULTIHULL — 1) **Bird of Prey**, unknown,

Crosstown traffic: Melges 24 playing 'Cityfront Pinball' during the NOOD Regatta.

Rodger Janos, 6.5 points; 2) **The Wild Thing**, F-24, Vic Thiry, 12; 3) **Cheekee Monkey**, unknown, Kim Alfreds, 13.75; 4) **Pegasus**, F-27, Andrew & Alexandra Pitcairn, 21; 5) **Rakusu**, F-24, Russell Long, 23.75. (13 boats)

Jazz Cup

The eighth annual Jazz Cup, a deliciously mellow 24.8-mile run from Treasure Island up to Benicia, attracted a 122 starters on Saturday, August 31. Conditions were ideal — sunny skies, a warm breeze that topped out around 12-15 knots, flat water, and a healthy flood. Marie Roehm and Bill Erkelens, Sr., sailing their speedy custom C-Cat **Freedom** finished first at 2:41 p.m. The rest of the eclectic fleet streamed in beginning an

hour later, and the partying at host Benicia YC was soon underway in earnest.

The overall winner on corrected time was John Fisher's tricked-out Catalina 27 **Second Draft**, which sported all new sails including a huge asymmetrical kite. As icing on the cake, Fisher — a member of South Beach YC and a Jazz Cup first-timer — also defended the Jazz Cup itself for his club. This is only the second year that SBYC has won the Jazz Cup, emblematic of a friendly inter-club rivalry between the race's two host clubs. Benicia YC dominated the Cup competition the first six times, but lately the pendulum has swung in SBYC's favor.

This year, due to a dearth of wind at the start and the building flood, the race turned into a benefit for the smaller boats. There was enough wind in the middle of the race for some boats, such as the **Wabbits**, to plane, and accordingly these boat also fared

THE RACING

well in the overall results. One boat, the 21-foot mini-TransAt boat 72 was dismasted when the wind piped up briefly.

This was another great year for the Jazz Cup, which has found its niche on the busy Labor Day Weekend by staying loose and funky. "It was started as a fun race, primarily just an end-of-the-summer getaway for our clubmembers," said SBYC's Richard Smith. "Fortunately, the hardcore racers do the Windjammers or the NOOD instead, so we'll probably always remain pretty low-key — which is how we like it!"

ULDB — 1) Kwazy, Wabbit, Colin Moore; 2) Mr. McGregor, Wabbit, Kim Desenberg; 3) Tulawemla, Wabbit, Mark Harpainter; 4) Hare Ball, Wabbit, Jim Malloy; 5) Mischief, Soverel 33, Bill Moore. (18 boats)

DIV. B (under 123) — 1) Insufferable, N/M 30, Pete & K.D. Rookard; 2) Swell Dancer, Santana 35, Jim Graham; 3) Mudshark, Santana 35, David Fullerton; 4) Cabaret, Oyster SJ-35, Bill Keith; 5) Enterprise, C&C 35 Mk. III, Paul Hollkamp. (17 boats)

DIV. C (124-138) — 1) Hot Foot, Choate 30, Tom Forstreuter; 2) Jane Doe, Olson 911S-E, Bob Izmirian; 3) Fast Forward, Catalina 36, Jim Aton; 4) Rum Tum Tugger, Hunter 35.5, Bob Campbell; 5) Geppetto, C&C 34, Mary Filippini. (15 boats)

DIV. D (139-150) — 1) Derf, Soling, Pete

Gary Albright (driving) and Gary Troxel came in third overall in the Jazz Cup with 'Talisman', their new-to-them J/22.



'Jameson' was the top Mumm 36 at Kenwood Cup and the Big Boat Series. "But don't jinx us by picking us to win the Worlds!" said Dee Smith.

The occasion was the San Francisco Perpetual Challenge Cup, a single match race held in Express 37s on August 31 between defender San Francisco YC and challenger Balboa YC. The event was lopsided from the beginning — Olympic match racer Jeff Madrigali, steering Glenn Isaacson's Re-Quest in homewaters, was never seriously challenged. G.U., the boat

BOX

SBRA REGATTA (Sequoia YC; August 25):

EL TORO, SR. — 1) Gordy Nash, 3 points; 2) Will Paxton, 8.75. (6 boats)

EL TORO, JR. — 1) Rob Horne, 3 points; 2) Joey Pasquali, 8; 3) Duncan Gilliam, 9.75; 4) Bradley Nieuwstad, 15; 5) Rory Giffen, 18. (12 boats)

OPTI — 1) Nick Ward, 3 points; 2) Loren Byrne, 8.75. (4 boats)

SUNFISH — 1) Bob Cronin, 7.5 points; 2) Byron Jonk, 9; 3) George Wilson, 13.75. (8 boats)

BYTE — 1) Michele Logan, 3 points; 2) Gail Yando, 10. (4 boats)

LASER — 1) Kimbal Hall, 3 points; 2) RJ Ward, 9; 3) Christian Miller, 12. (7 boats)

JY-15 — 1) Bart Harris, 3 points; 2) Charles Heimler, 9. (6 boats)

JIM ONG (Richmond YC, Sept. 7, 4 races):

CAL 20 — 1) Orange Crate, Mike Schaumburg, 5.25 points; 2) Great Egret, Charlie Gay, 9.75; 3) Ya Think?, Carl Buice, 22. (10 boats)

CAL 2-27 — 1) Temptation, Rolie Wiskerson,

Rowland; 2) Highlighter, Islander 36, Bill Hackel; 3) Wind Dragon, Catalina 34, Dave Davis; 4) Sundancer, Hunter 34, Robert Carlen; 5) Blue Lou, Pearson 10-M, Joel Davis. (11 boats)

DIV. E (151-179) — 1) Chesapeake, Merit 25, Jim Fair; 2) Ruckus, Newport 30 Mk. II, Paul von Wiedenfield; 3) Three Ring Circus, Olson 25, David McMurtry; 4) Perpetual Motion, Cal 31, Noble Brown; 5) Showtime, Olson 25, Ed Milano. (16 boats)

DIV. F (180-192) — 1) Tallman, J/22, Gary Albright & Gary Troxel; 2) Bravada, Cal 29, Steve Bales; 3) Irish Lady, Catalina 30, Denis Mahoney; 4) Dancing Bear, Catalina 30, Ray Hall; 4) Grenadler, Contessa 32, Paul Osborn. (15 boats)

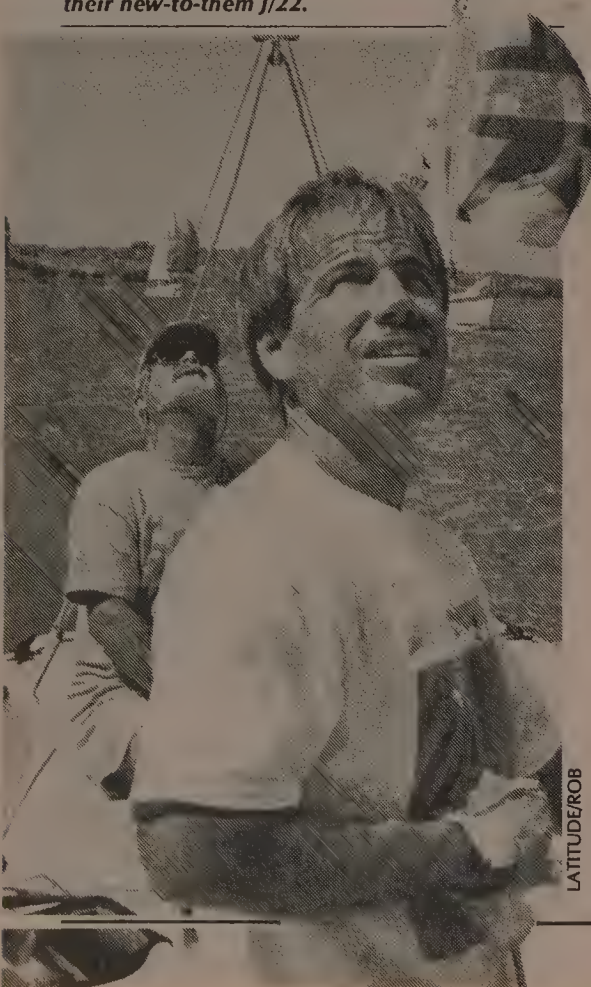
DIV. G (193-250) — 1) Second Draft, Catalina 27, John Fisher; 2) Faraway, O'Day 27, Jim Mueller; 3) Perezoso, Excalibur, Laurie Davis; 4) Scat, Santana 22, Richard Williams; 5) Tchouptoulas, Santana 22, Steve Buckingham. (22 boats)

MULTIHULL — 1) Freedom, C-Cat, Marie Roehm; 2) Bas Tet, Hobie 20, Kit Wiegman; 3) Hobie 20, Hobie 20, Rod Neathery. (8 boats)

OVERALL — 1) Second Draft; 2) Faraway; 3) Talisman; 4) Perezoso; 5) Kwazy. (122 boats)

SF Perpetual Challenge Cup

"Sometimes you just get beat," explained Balboa YC skipper Dave Ullman, a true champion who hasn't forgotten how to lose graciously. "Let's not sugarcoat it — we were unprepared, unorganized, didn't have boat-speed, and basically were only in the race for about two minutes on the second beat. . . I've never really done much match racing, and it showed. We got absolutely handled by Madro, who deserved to win."



LATITUDE



LATITUDE/JR

that the Newport Beach gang chartered, seemed slower than *Re-Quest*, and Ullman's bag of tricks clearly wasn't as deep as Madro's.

In #1 genoa weather and a raging four-knot flood, *Re-Quest* led *G.U.* off the starting line by 15 seconds and just kept extending. Ahead by 40 seconds at the first leeward mark, Madro realized that Ullman would either go to the cone of Alcatraz or the Cityfront to avoid the flood. After basically waiting for Ullman to catch up and choose a

side, both boats headed for the cone.

G.U. actually reached the relief first, and sailed up under *Re-Quest*'s hip to start the race over. *G.U.* briefly got her bow five feet in front of *Re-Quest*, but then was driven into the wind hole behind Alcatraz. Madro tacked for the Cityfront, and the race was essentially over. The final delta was 4 minutes, 40 seconds, an inflated figure as the Balboa team was reduced to taking flyers late in the race in their unsuccessful efforts to get back in the match.

"It's tough to come back when you're behind around here, because the currents — not the wind — dictate which way you go," claimed Ullman. "I'm not just saying this because we lost, but I think this would be a lousy place for an America's Cup to be held. Scenic, yes — but it's not a particularly good place for a match race."

The winning SFYC crew consisted of Madro, Isaacson, tactician Chris Perkins, Mark Dowdy, Jeff Wayne, Tad Lacey, John Sweeney, Dawn Riley, Jock MacLean, John Jansheski and Craig Healy. The second place team was Ullman, Don Jesberg, Michel Mader, Chuck Simmons, Greg Newman, Clarence Yoshikane, Rob Smith, Jim Trudeau, Rob VanderVort and Tina Russell.

This is the second straight year that San Francisco YC has defended this prestigious Cup, which bills itself as the second oldest continuously contested sailing trophy in the United States (after the America's Cup). The deed of gift stipulates that challenges be accepted from out of town only every other year, so look for a local challenge (i.e., St. Francis) again next year.

Race Notes

National champions: Tim Wadlow and crew Preston Holdner and Roger Floyd of Southwestern YC (San Diego) won the U.S. Match Racing Championship, aka the **Prince of Wales Bowl**, in Marina del Rey in late August. California YC organized the event, which was held in J/24s. Bob Little of the host club, sailing with Ben Mitchell and Kevin Crane, were the runners-up. . . The **National Multihull Sailing Championship**, better known as the Alter Cup, was held in early September at King Harbor YC (Redondo Beach). Twenty teams representing the ten US Sailing regions and various class associations sailed in the round-robin NACRA Inter-18 competition, which was won by Jeff Newsome (Seal Beach) and crew Sandra Tartagli. Coming in a close second was Bob Bergstedt (Bayville, NJ); third went to sailmaker Skip Elliot (Newport Beach).

Bummers of the month: Due to "budget considerations" (read: YRA is basically broke), the traditional annual trophy presentation for season winners won't be held next month. Maybe next year, but don't count on it. . . Trimble recently decided to bow out of **Trimble/North Race Week** after ten years as a event sponsor. Organizer Bruce Golison is beating the bushes for a new title sponsor for next year's 13th annual race week. "Trimble played a major role in the growth of our event, and their professional level of support will be sorely missed," noted Golison. . . Butte SC's annual 20-mile **Tour Du Lac Race**, held on Labor Day Weekend on Lake Alamanor, was abandoned halfway through due to a missing

SCORES

5.5 points. (3 boats)

CAL 29 — 1) **Bluejacket**, Bill O'Connor, 6.25 points. (3 boats)

ULTIMATE 20 NATIONALS (CBYC, Sept. 6-7):

1) Dick Martin, Little Rock, AR, 14.5 points; 2) Kent Morrow, Anacortes, WA, 17.5; 3) Bryce Griffith, Reno, NV, 23; 4) Bart DeJong, La Canada, CA, 27.5; 5) Bob Aman, Albany, OR, 42. (11 boats; 7 races)

FALL DINGHY (SIFYC, Sept. 14-15, 6 races):

INTERNATIONAL 14 — 1) #1106, Gary Gremaux/Chris Hanke, 4.75 points; 2) **Machiavelli**, David Klipfel/Tony Basso, 15; 3) **Penguin Lust**, Ron Boehm/Pete Mohler, 15. (8 boats)

LASER II — 1) **Hungry Dracula**, Katherina & Maria Kuzina, 6 points; 2) **Strange Brew**, Arianne Rettlinger/Dan Malpas, 12; 3) #10, Rufus Szabery/Sarah Blad, 19.75. (8 boats)

505 — 1) **Pink In The Middle**, Mike Martin/Howard Hamlin, 6.25 points; 2) #8017, Tom Poore/Stuart Park, 10.5; 3) **88th Planet**, Jim Maloney/

Rob Waterman, 17.75. (10 boats)

LASER — 1) Will Benedict, 6 points; 2) Rob Maxim, 16; 3) Chuck Asper, 16.75; 4) Peter Phefan, 24; 5) Tom Dobroth, 26. (19 boats)

EUROPE — 1) Marcia Pellicano, 3.75 points; 2) Sharon Alexander, 11; 3) Lynn Olinger, 13. (7 boats)

FINN — 1) Darrell Peck, 3.75 points. (3 boats)

HARDCHINE REGATTA (RYC, Sept. 14-15):

LIGHTNING — 1) Scott Finkboner; 2) Mike Molina; 3) Bruce Arnold. (5 boats; 5 races)

SNIPER — 1) Packy Davis; 2) Jamie Fontanella; 3) Mike Moore; 4) Jim Grubbs; 5) Charles Helmler. (10 boats; 5 races)

MERCURY — 1) Jim Bradley; 2) David West; 3) Pax Davis; 4) Jim Taylor; 5) Dan Simmons. (9 boats; 3 races)

OMEGA WORLD MATCH RACE STANDINGS:

1) Russell Coutts (NZL), 12097 points; 2) Ed Baird (USA), 11659; 3) Peter Gilmour (AUS), 11652; 4) Bertrand Pacé (FRA), 11389; 5) Magnus Holm-

berg (SWE), 10605; 6) Roy Heiner (NED), 10129; 7) Jesper Bank (DEN), 9877; 8) Chris Law (GBR), 9326; 9) Thierry Peponnet (FRA), 9109; 10) Peter Holmberg (ISV), 8632. (100 skippers ranked)

OTHER AMERICANS — 21) Morgan Larson, 6536; 23) Paul Cayard, 6307; 38) Jeff Madrigali, 5477; 70) Hannah Swett, 2830; 74) Betsy Alison, 2719; 76) Jim Brady, 2652; 86) Peter Isler, 2505; 89) Courtenay Becker-Dey, 2436; 93) Cory Sertl, 2388. (as of September 2)

HOBIE 16 NORTH AMERICAN CONTINENTALS (Santa Cruz, Sept. 19-21):

GOLD — 1) Jeff Alter/Kathy Ward, 34.5 points; 2) Keith Christensen/V. Veneman, 34.5; 3) Geert Schouten/Liesbeth Dekker, 73.3. (60+ boats)

SILVER — 1) Jim & Laura Sajdak, 9 points; 2) Olli & Kelly Jason, 12; 3) Ken & Debbie Marshack, 15.5. (30 boats)

WOMEN — 1) Marci Forgrave/Annie Nelson, 9 points; 2) Jean Tully/Kathy Ward, 11.3; 3) Wendy Howard/Debbie Grogan, 24. (12 boats)

THE RACING

mark. "Mark monitors will be in place next year," writes the embarrassed race committee.

No men allowed (except at the parties!): Two significant events for women racers will occur next month. First up, on October 11-13, is Tiburon YC's **Regatta in Paradise**. This is the third year for this popular women-only Melges 24 competition, which drew 14 boats last year and hopefully over 20 for the upcoming regatta. . . On October 18-20, the **Fifth Annual Women's One Design Challenge** will be held in matched Catalina 37s in Long Beach. Ten skippers have been selected to compete in this mostly Southern Californian event. The Bay Area will be represented by **Melinda Erkelens** of Richmond, who will be sailing with Anna Desenberg, Liz Baylis, Aimee Hess, Liz Whitney, Karina Vogen, Molly McCloud, Chris Page and Helena Cannady.

In national women's sailing news, Elaine Parshall of Boston won the prestigious **Adams Trophy**, hosted this year by Rochester YC (New York) and sailed in Sonars. Our Area G team — **Stephanie Wondolleck**, Karina Vogen, Aimee Hess and Vicki Sodaro — finished a close fourth out of 10 teams. . . . The counterpart national competition for men, the **Mallory Trophy**, was won by Michael Turner of Victoria, BC. The event was hosted by Cabrillo Beach YC (San Pedro) and sailed in Ultimate 20s. David Klatt of Anacapa YC was the distant runner-up, while our Area G squad (skipper **Vaughn Seifers**, Tony Fisher, Mark Breen) came in a respectable fifth out of 10.

LATITUDE/ROB

The NOOD produced two '96 national champs, both repeat winners: Gary Evans (above) in the SC 27 class and Mike Ratiani in 11:Metres.

Living legends: Five more A-Cup celebrities were inducted into the **America's Cup Hall of Fame** in Bristol, RI, last month, including Kiwis Russell Coutts and Sir Peter Blake. Also honored were not-so-living legends Chandler Hovey (*Easterner*), Englishman Frank J. Murdoch (*Endeavour*) and General Charles J. Paine (*Puritan*, *Mayflower*, *Volunteer*). There are now 35 A-Cup rockstars in the Hall of Fame. . . one of whom, **Australian John Bertrand**, is currently embroiled in a financial scandal involving alleged misuse of a \$24.5 million research grant awarded to his *oneAustralia* America's Cup syndicate. It's a long, sordid story that's making headlines in Oz almost

LATITUDE/ROB

every day.

New England news: Larkspur's **Herb Meyer**, a member of BAADS and Corinthian YC, came in fifth out of ten skippers in the Tenth Annual Shake-A-Leg Regatta, which attracts many of the nation's best physically challenged sailors. The 10-race regatta was held in Freedom 20s in Newport, RI, in late August. . . Hannah Swett, with **Melissa Purdy** among her crew, clobbered the fleet at the Women's International Match Race Championship in Marblehead in mid-September. The nine-race, round-robin series was sailed in Sonars. Paula Lewin of Bermuda was the runner-up, followed by Courtney Becker-Dey and Betsy Alison.

Streaking Kiwis, cont'd: **Russell Coutts** steamrolled the Brut Cup fleet yet again, this time in J/105s at the light-air **Brut Cup of New York** in early September. This is the fourth straight Brut Cup victory for Coutts and his loyal crew (Simon Daubney, Warwick Fleury and Brad Butterworth), who romped through the series with a 14-1 record. Peter Gilmour was second, Chris Law third, and Thierry Peponnet fourth in the 16-boat field. Morgan Larson ended up 12th, while the Hannah Swett/Melissa Purdy team were 14th — but the women handed Coutts his only defeat!

After four regattas, Coutts now sports an overall record of 57 wins against only 7 losses — a remarkable .950 batting average! On the monetary scorecard, this latest victory brings Coutts's total winnings from the Brut series up to \$284,500 (and counting). With the \$100,000 **Brut Gold Cup of Bermuda** coming up on October 5-13 (\$30k to the winner) and other non-Brut opportunities on the horizon, Coutts's team will probably make about \$500,000 in prize

BOX SCORES

YOUTH — 1) Ian Marshack/Mike Mackle, 7.8 points; 2) Eric Marshack/Jaime Severs, 9; 3) Dennis Marksbury/Bret Bailey, 20.8. (8 boats)

FALL SCORE #3 (Santa Cruz YC; Sept. 22):

DIV. I — 1) Absolute 88, Wylie 37, Keith MacBeth. (2 boats)

DIV. II — 1) Wild Thing, Express 27, Phil Myers; 2) Speedster, Moore 24, Fred Cox; 3) Wildfire, Moore 24, Howard Ruderman. (8 boats)

DIV. III — 1) Gall's Warning, Cal 22, Paul Nichols; 2) Pau Hana, J/24, Cliff McNamara. (4 boats)

FALL ONE DESIGN (Santa Cruz YC, Sept. 21):

SANTA CRUZ 27 — 1) Dynaflo, Mark Dini, 5.25 points; 2) Hanael Express, Sturgeon/Schuyler, 12; 3) Clao, Andy Carson, 12.75; 4) Variety Show, Barry Whittall, 23. (10 boats)

MOORE 24 — 1) Moorgasm, Niles/Watts, 5.5 points; 2) Nobody's Girl, Syd Moore, 18; 3) Fatulty, Dave Hodges, 25.5; 4) Mercedes, Joel Verutti, 29.

(11 boats)

SANTANA 22 — 1) US, Jim Samuels, 3 points; 2) Surge II, Charlie Roskosz, 10. (4 boats) (cumulative after 4 races, no throwouts)

SOUTH BAY YRA #6 (Oyster Point YC; Sept. 21):

DIV. I — 1) Coyote, Wylie 34, mod., Nick Kluznick; 2) Spectra, Columbia 45, Hal Wright. (4 boats)

DIV. II — 1) Dancer, Cal 9.2, Mike Dixon. (3 boats)

DIV. III — 1) Hardtack, J/24, Charles Allen; 2) Tight Squeeze, C&C 29, Wayne Yacoots. (4 boats)

DIV. IV — 1) Leeward, Catalina 30, Jim Balestra; 2) Folie A Deux, Isl. 28, Frank Gibson. (4 boats)

STORER WOMEN'S REGATTA (TYC; Sept. 21-22):

1) Surfelt, Melges 24, Alison Dimick/Syd Moore; 2) Frenzy, Moore 24, Susie Woodrum/Dawn Miller; 3) Animal Farm, Wylie 28, Susie Bigall/Cynthia Hogan. (5 boats — \$650 raised through a silent auction for Girls Against Gangs)

1996 Corel Mumm 36 Worlds Entry List

money this year. Tune in next month to find out how Coutts fared at the \$180,000 **World Championship of Match Racing**, held in Croatia on September 22-29. The winner there will have earned \$43,000.

Cervesa circuit: As summer winds down, it's time to start planning those south-of-the-border vacations. The quickest Mexican fix is almost upon us: Southwestern YC's 62-mile **Little Ensenada Race** on Oct. 4. The Latitude-sponsored Baja Ha-Ha III, a low-key cruiser's rally down the coast of Mexico, begins on October 28 (see the preview on pages 128-134). On November 8, Southwestern YC will host the San Diego to Cabo Race for ULDB 70s and California 50s, an event which looks like it will be lightly attended. Then, the real fun starts: Del Rey YC's **Puerto Vallarta Race** (Jan. 17 for cruisers; Jan. 24 for racers), followed immediately by MEXORC (Feb. 1-8). Newport Harbor YC's usually windy Cabo Race (aka 'The TransPac Tune-Up') traditionally occurs on the full moon in March, while the **50th Ensenada Race**, which promises to be an epic celebration, is slated for the last weekend in April.

Name

Jameson
Byblos Perfumes
Georgia Express
Radical Departure
Sly'd Away
Aoba Express
Sea Hawk High 5
Chunky Monkey
Zamboni
Blue Chip
French Spirit
Thomas I-Punkt
Bravo Brazil
Katele

Owner / Afterguard

Tom Roche / Dee Smith
Paolo Gala / Tomasso Chieffi
Jim Farmer / David Barnes
Richard Markl / Scott Dixon
Stuart Watts / Ross MacDonald
Yoshiki Jinno / Morgan Larson
Naohki Sera / J. Cutter / B. Beking
Alexis Michas / Peter Vessella
Doug Taylor / Jeff Madrigall
Walt Logan / Kimo Worthington
Jimmy Pahun / Alain Fedensleu
Thomas Friese / Gavin Brady
Torben Graef / Jim Brady
Luc DeWulf / Tom Dodson

Country

Ireland
Italy
New Zealand
United States
Canada
Japan
Japan
United States
United States
United States
France
Germany
Brazil
Belgium

Grand prix notes: Scott Dickson, little brother of Chris, won the **Ficker Cup**, a mid-September match race series in Long Beach YC's Catalina 37s. The victory earned Dickson an automatic invitation to the next Congressional Cup. . . Brad Read of Middleton, RI, won the windy **J/24 North Americans**, hosted by Edgewater YC (Cleveland) on the raging waters of Lake Erie. Chris Snow of San Diego was second in the 69-boat fleet. . . Not to be outdone, brother Ken Read won the blustery **Etchells North Americans** at American YC (Rye, NY) over a 43-boat fleet. . . The Italian team of *Brava*

Q8 (two-time ILC 40 world champ), *Capricorno* (a new Corel 45) and *Breeze* (a Mumm 36 steered by Jim Brady), just won the 10th **Sardinia Cup** over eight teams.

Mumm-a-mia! The international grand prix spotlight will be shining on San Francisco Bay on Sept. 30-Oct. 5, as 14 Mumm 36s will be duking it out in the St. Francis YC-hosted **Corel Mumm 36 World Championship**. Though it's a smaller fleet than originally anticipated, there's certainly no lack of talent on board these athletic little machines. Check out the Worlds in person, or look for our feature article next month.

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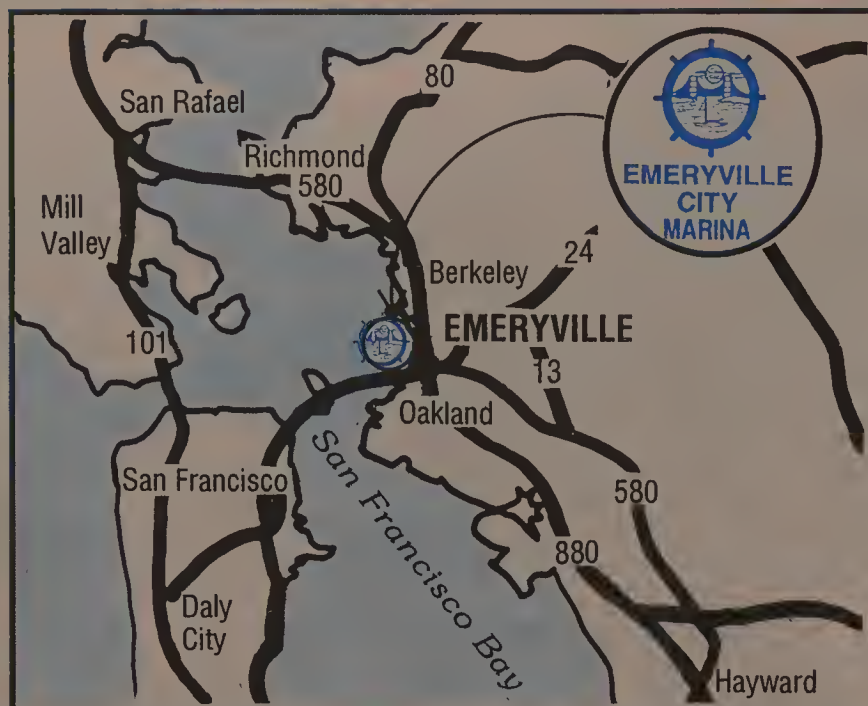
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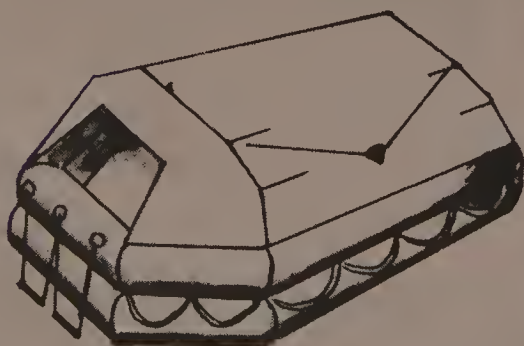
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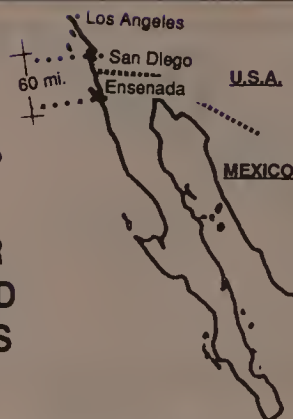
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CHANGES

With reports this month from **Sallywag** in the Sea of Cortez; from **Encanto** on sailing from Australia to South Africa to Brazil; from **Camelot** on making the crossing from Mexico to French Polynesia; from **Magie** on being trucked home from mainland Mexico; from **Marina Palmira** on the upcoming La Paz Ha-Ha; from **Intuition** on a big surprise during the long sail from Panama to French Polynesia; and **Cruise Notes**.

Sallywag — Islander 37 Padre Timo aka Tim Tunks Tips For First-Timers (Marina del Rey)

There's a lot of stuff for first-timers to learn about cruising — no matter if it's to Mexico or anywhere else. The Wanderer figured that my six years of cruising in Mexico aboard my boat might have given me some perspective, so at his request I present *Five Things First-Time Cruisers To Mexico Should Know Before Heading South*:

1) Know your boat's 'electro/mechanical' stuff. Unplugging your shorepower cord right now is the only way to learn how much energy you'll actually need — and how you're going to generate it. Everybody underestimates their requirements.

Make sure you carry a spare alternator, regulator, and repair kits for all your pumps. Smart folks put their spares in service immediately so they know they'll work, and save the originals for repairs.

Learn to either service your boat's systems or live without them for a few weeks at a time. The alternative for folks who don't have the time or patience to do their own repairs is to carry lots of cash. In any event, make sure that your diesel tank(s) are really clean before you leave — or bring dozens of

how to use it. You want to be able, for example, to sail your boat in all conditions — including back up the Baja coast if that's in your plans. This is important, because just about everybody experiences some kind of minor engine or drive train failure at one time or another.

A dependable dinghy — with wheels, motor and oars — is as important to a cruiser in Mexico as a car is to a commuter in Los Angeles. Choose a powerful, planing dinghy if diving or other adventurous activities are part of your agenda.

Sailboard or kayak? Not having room for both, I switched from a sailboard to a kayak after my third year. This is the general trend.

3) Food is everywhere. Unless you're going to sail straight to the South Pacific, what seems like a couple of months of canned goods will almost certainly last you a year or more. All you really need to bring to Mexico is boxed wine, exotic liquors, and delicacies you just can't live without. In addition, bring along the equipment and knowledge — books can be helpful — to harvest food from the abundant Sea of Cortez.

4) Don't mess with the sun. Find a sun hat that's comfortable enough that you'll wear it. Bring plenty of sunblock — it's not cheap in Mexico — and be sure to use it. Don't forget the SPF 45 lip protection, which can't be found in Mexico.

Acquire a cockpit awning with removable mesh side screens, and make sure it's designed to be rigged as well as struck in high winds and awkward swells. The 'Awning Olympics' always happens at 0200 when it's blowing 40 and you're sleepy, naked, can't find your glasses, and have to pee. Practice in ideal conditions to hone your skills.

5) Don't forget fun stuff such as favorite games, toys, books, lingerie and attitudes. One boat traveled with bocce balls — the Italian bowling game, not the condition caused by tight underwear in the tropics — and her crew was popular at every potluck and get-together.

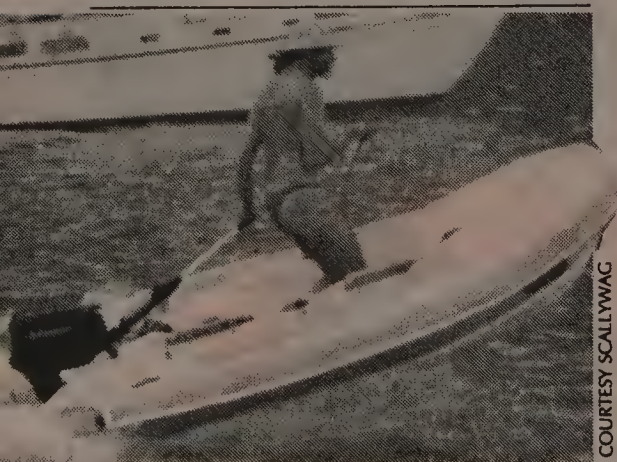
Radios are an important part of social life in Mexico, as well as a great source of information and entertainment. At least one VHF is essential and a handheld backup never hurts. Ham and/or Marine SSB are



great for the nets, and little shortwave radios also let you to pick up news and entertainment from around the world.

That's my list. The important thing to remember about cruising in Mexico is that if you don't have a good time, it's your own damn fault. Of course, after all that time in Mexico I've learned that sometimes you have to create your own fun. I ran the Melaque to Tenacatita Regatta for several years, but didn't really hit my stride until this year's Sea of Cortez Sailing Week — where I was ordained 'Padre Timo', Spiritual Advisor. I fulfilled my obligations by running the radio net in the early going, officiating at several weddings, and being the dinner guest at the best tables. It was pleasant work — except for the celibacy business.

Being flexible is the key to having fun. For example, the Crab Drags, traditionally held each August at Isla Monserrat, have been a cruiser tradition for many years. Capturing hermit crabs, costuming them, and coaching them in both grace and speed might sound frivolous compared to important activities



One reason the living is cheap in Mexico is that you don't have waste lots of money on clothing. Tunks models his 'Mexico Tux'.

fuel filters and learn how to change them under the most adverse conditions.

2) Have the right 'boat stuff' and know



ALL PHOTOS COURTESY SCALLYWAG

Tim Tuñks was a crowd pleaser when he went 'over the line' with his cruising friends at Ensenada Grande.

like fishing and repairing boat gear. Nonetheless, every year there would be 60 or 70 people devoting many hours to finding and training the fastest crabs.

Alas, there were no Crab Drags this year. You can't hold the Crab Drags without a full moon, and this August the moon would have been full at the end of the month. Since late August is peak season for *chubascos*, it meant the traditional site could have quickly turned into a perilous lee shore. So event organizer Terry Kennedy of *Galadriel* bagged it.

But when Russell aboard *Watchfire* brought me the program from San Diego's last 'Over The Line' world championship, Jennifer, who is Russell's wife, and I decided we might as well stage a tournament ourselves. Isla Partida's Ensenada Grande proved to be the ideal spot. The official attendance was 19 boats — although some of them may have been dinghies.

As everyone from the San Diego area knows, Over The Line is a bat and ball game with three players to a team. Teams pitch to themselves as the fielding team defends a 55-foot wide corridor of fair territory. OTL is perhaps most famous for the risque — to put it mildly — names the teams give themselves: 'Stop The Bus And Let My Brother Jack Off', 'Drink 'Till He's Cute', 'My Sister Shaved Her Legs and Wrecked 'Em' and 'It's Okay Jim, Even Jesus Would Cheat On Tammy Faye' are just some examples.

Since Jennifer, Russell, and I are all ham radio operators, we named our team 'Come With Your Suffix, Call It And Fill It'. Unfortunately, we overtrained at lunch and lost our competitive edge. Our fielding suffered so much that we re-named ourselves 'We Couldn't Catch A Disease'.

Baja's Over The Line winners this year were 'The Bottom Scrapers' — John, Jack and Linda, the family aboard *Teresa J.* The best dialogue overheard was father Jack urging his son John to excel even more in the field.

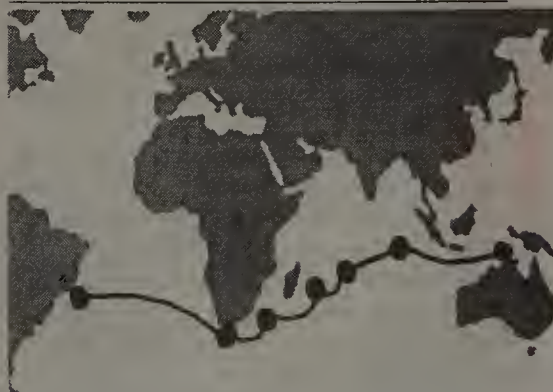
"Come on, John, this is serious," cajoled father Jack.

"Is it really, Dad?" questioned John. Speaking of serious fun, I'm looking for two bright ladies who are interested in a couple of weeks of sailing and diving between La Paz and Santa Rosalia just before the Baja Ha-Ha III fleet arrives in Cabo San Lucas. Why *two* ladies? I figure that two would be more fun and mellow than one. After this introduction to cruising, they'll get to meet the Class of '96-'97 at the Cape. If you're a great lady and a good sailor looking to make some fun yourself, check me out in this month's *Mexico Only Crew List*.
— tim tunks 9/6/96

Encanto — N/A Robin & Serge Testa Indian & Atlantic Oceans (Danville)

Encanto spent '95 sailing across the Indian Ocean and around the Cape of Good Hope to Cape Town.

We started by spending the cyclone season in Darwin, Australia, home of the wonderful Dinah Beach Cruising YC. It has everything real cruising sailors want: an inexpensive bar and restaurant that serves delicious food, no dress code, excellent shower and laundry facilities, careening piles, and Darwin's only floating dinghy dock — a real boon in that land of 25-ft tides. Leaving Darwin at the beginning of April, we dodged a couple of cyclones on the way to Christmas Island. We spent a week there among the land crabs — and the Indonesian gamblers on package tours to the island's casino. Despite its reputation for uncomfortable swells, we had no trouble



Darwin, Cocos-Keeling, Rodrigues, Mauritius, Cape Town, Brazil — there are plenty of uncrowded cruising grounds to be enjoyed.

with the anchorage — except for the \$10 (Aussie) a day that the harbormaster is now charging.

CHANGES

After an easy passage — our only one in the Indian Ocean — we arrived in the Cocos-Keeling islands before the crowds, and had the exquisite anchorage at Direction Island to ourselves for two weeks of calm weather. In addition to tropical scenery right out of your dreams, Direction Island boasts a solar powered cellular pay phone and a composting toilet. Unfortunately, there was no fresh water as the catchment tanks haven't been maintained. The tanks are going to be replaced, but until then water has to be obtained at Home Island, a one-mile dinghy ride away. We were told that a fee for staying at the Cocos anchorage is in the works.

Our solitude at Direction Island ended with the arrival of our friend Eugeny, a 65-year-old retired ship's engineer from Russia. He's sailing around the world in *Lena*, an 18-foot daysailer! Eugeny is a living testament to the old maxim "where there's a will, there's a way". When he gets home to Russia, this guy will have made it around the world on less than a shoestring — and in a boat most of us wouldn't consider sailing for more than a few hours on a lake. As Serge did a circumnavigation aboard a small boat, he could appreciate the hardships Eugeny endured. We left Cocos together; the gallant Eugeny headed for the Seychelles, we for Rodrigues. It was very moving to watch Eugeny and his tiny boat sail out of sight into the Indian Ocean swells.

It took 17 days on the lumpy-bumpy-make-you-grumpy Indian Ocean to reach our next stop, the island of Rodrigues. Technically, Rodrigues belongs to Mauritius, but in reality it is — and always has been — a world unto itself. Tiny, isolated, poor, honest and beautiful, Rodrigues is one of those unspoiled places that are becoming ever harder to find.

The entrance to Port Mathurin harbor is easy, but if in doubt, you can call the Coast Guard on 16 and they'll gladly escort you in. We tied to the public jetty for free and never locked the boat — except when the supply ship from Mauritius came in. The people of Rodrigues are shy, but very friendly and scrupulously honest.

The culture is Creole — a mixture of African and French, with a bit of East Indian thrown in. So the food and music were great. Most people speak Creole, French and English. We were lucky to have a Rodriguan man, Alain Elysee, aboard as crew, and he introduced us to everyone in town. But the

people are so friendly that any cruiser quickly feels welcome.

The scenery in Rodrigues was wonderful. The land is wild and mountainous, and it's surrounded by an island-studded turquoise lagoon. By day we watched the fleets of graceful wooden fishing boats with patchwork cotton sails, went for walks in the countryside, or poked around in the musty shops of the little town. In the evenings, we went to Ben Gontran's house to see his folk music and dance troupe, *Racines* (Roots), rehearse. A retired school principal, Gontran started the troupe to preserve the island's unique music and dances. Visitors are always welcome. Bring your dancing shoes and a bottle of rum.

We had only planned to spend two weeks on Rodrigues but stayed four — and would have happily stayed longer if permitted. We knew we would miss our Rodriguan friends dearly, so we decided to take a couple with us! Ben and Alain joined us for the trip to Mauritius, so we had music, Rodriguan curry, and great company all the way.

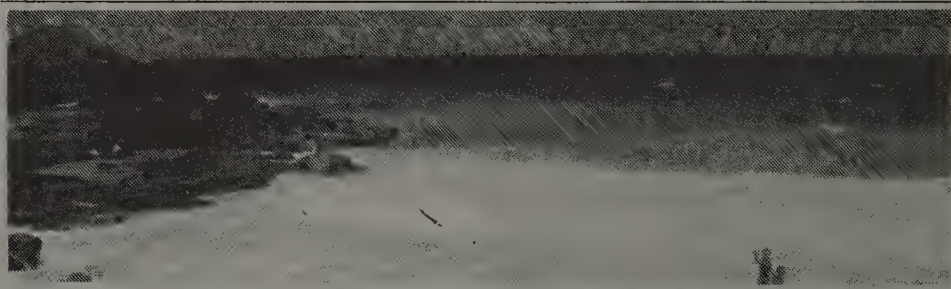
To Rodriguans, Mauritius is a den of thieves. We were warned so often not to

Inset left; a Mauritian beach. Inset right; flowers of the Brazilian rainforest. Spread; Cape Town. There's big variety in this little world.

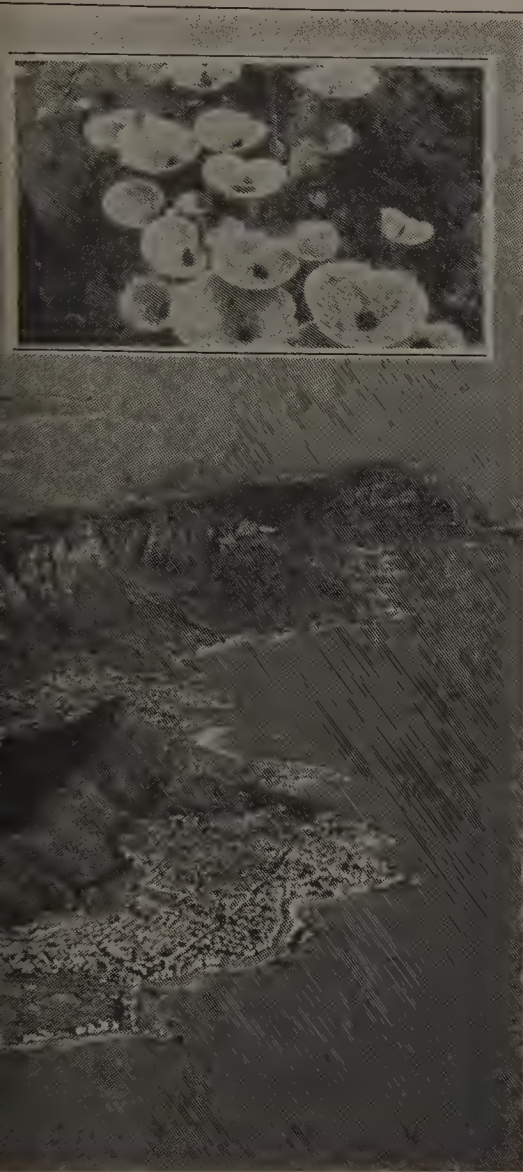
leave the boat unattended that we thought they might be right. Although the island of Mauritius is physically beautiful and culturally very interesting, we didn't like the security hassle, so we left for Reunion after only a week. Mauritius, however, is probably the cheapest place in the Indian Ocean to get diesel, and it has a great public transportation system. We stayed in Grand Baie — but wish we'd stayed in Black River, which seemed quieter and away from the crush of tourists.

Reunion is another of the Indian Ocean's pearls. Most Anglo-Saxon type cruisers skip it because they think it's expensive and — uh-oh — they speak French. What a pity! Imagine scenery more dramatic than Kauai, an infrastructure as modern as Europe's, and a culture that is a rich brew of African, French, and Indian. To enjoy it, you need to stay not in the isolated Port des Galets, but in the tiny, windy port of St. Pierre on the southern side of the island.

Despite being on a limited budget, we spent two months at Reunion. We speak French, which helps a lot, but we met



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need is within walking distance. It's also a good place to get new sails and boat gear. Durban is where you wait for calm weather to make the passage down the section of coast where the freak waves occur. The main rule is not to be in a hurry and wait for the right weather before leaving. We waited and waited — then finally took off, making three stops on our way to Cape Town. The winds were strong and the seas uncomfortable, but as soon as we turned the corner at the Cape of Good Hope, the seas became more regular. It was a great welcome to the Atlantic.

Just as we were approaching Cape Town harbor, we were hit by a blast of wind, after which it blew and blew. We could barely make any headway motoring, and only just made it into the harbor. There are some pretty amazing stories about the wind in Cape Town. A friend told of being blown over while riding his bicycle to work, right into the path of an oncoming bus. He thought he was about to get squashed — but then the bus blew over!

We got to experience an infamous Cape Town 'Black Southeaster' the weekend we hauled the boat for painting, and it turned out to be our own little Apocalypse. As we came out of the water, the 'table cloth' of cloud portending bad weather spilled over the top of Table Mountain. Soon the wind shrieked and everything that wasn't bolted down became airborne. The wind blew the paint off my brush and me off my feet. By the time we'd finished our paint job, we were ready for some R & R, so we headed to the wine country for a couple of days. South Africa is a unique, beautiful country, but we found it hard to ignore the ugly vestiges of apartheid.

We left Cape Town as part of the Cape Town to Rio Race. It was a slow but beautiful crossing that made me understand why a famous American sailor, when asked where she'd like to retire, replied: "In the tradewind belt of the South Atlantic."

The late Clube do Rio puts on a great party, and was an oasis of tranquillity and security where we could safely leave our yacht while sightseeing. The catch is that if you aren't with the race, don't even try to go there — unless you are well connected or belong to the St. Francis YC. The latter has reciprocity. The club is very unfriendly to any outsiders, be they foreign or Brazilian. A

better bet for cruisers is the Clube Naval de Charitas in Niteroi, which is just across the bay. They give cruisers one week free, and both the facilities and security are supposed to be good.

We spent several months cruising in the islands south of Rio, one of the loveliest cruising grounds we've ever seen. The water is clear and warm, the mountains lush and green, the villages colorful, the anchorages quiet, the people friendly, and the weather gentle. Sadly for us, Brazil changed its visa laws as we were sailing here. Tourists are now limited to six months stay per year. We would gladly stay much longer, but our time here is running out, so we are heading north to French Guiana and the Caribbean.

— robin & serge 6/96

Camelot — Liberty 458 Bill Sams & Jan Bernard Mexico To The Marquesas (Campbell)

On March 27 — two weeks and four-and-a-half hours after leaving Puerto Vallarta — *Camelot* crossed the equator at exactly 127°W. It was a beautiful day, with a long gentle swell from the south and enough breeze to keep the boat moving right along. Two miles before 'the line', a pod of about a dozen whales glided by about 100 yards away. Other than the flying fish and an occasional booby, this was the first life we'd seen in a week.

Just the two of us crossing the equator under sail in our own boat ranks right at the top of life's experiences. The sense of accomplishment and awe at having really done it after all the years of dreaming was hard to believe.

'The line' was crossed in true *Camelot*

Bill Sams and Jan Bernard in Catalina — just prior to embarking on yet another one of life's great experiences together.



COURTESY CAMELOT

American cruisers who didn't and they managed just fine. We hunted for and found bargains at the excellent supermarkets, but did most of our shopping at St. Pierre's magnificent farmer's market. We climbed the volcano, which is still active, hiked in the mountains and rain forests, socialized, and ate lots of pastries. St. Pierre also has an outstanding hospital, and if you've accumulated any medical problems needing attention, this is the place to take care of them.

The only bad news about St. Pierre is that its harbor is small and has a tricky entrance. It is impossible to enter when there's a big swell, so it's best to try to arrive very early in the morning when it is usually calmer. There is a harbor fee, but the first week is free.

We then sailed directly to Durban, South Africa, and found ourselves in a completely different world. Violent crime has become a real problem all over South Africa. We were told not to go out at night, and to keep our eyes open during the day. We took this advice and never had any trouble.

The international jetty at the Point YC still gives cruisers a month free. There's a laundromat with an industrial-size washer just up the street, and everything else you

CHANGES

style. About 2 miles before we reached it, Jan brought out the smoked salmon *pate* — courtesy of Julie and Malcolm from our shopping trip together in Monterey. Along with it came *gouda* cheese — brought down by Mary and Bob during their recent visit. And of course olives to round it out. But the *pièce de la resistance* — note we are now trying French — was the bottle of 1988 Dom Perignon champagne courtesy of Ron and Rebecca; fantastic stuff! With the 1812 Overture playing in the background, we glided across Neptune's line with appropriate toasts to the good King for letting us by, to all our friends who have shared this dream with us, and to each other for a major milestone in our life's odyssey together.

We were then officially in the South Pacific. A week later we made one of the great landfalls of paradise: Hiva Oa, Marquesas, French Polynesia.

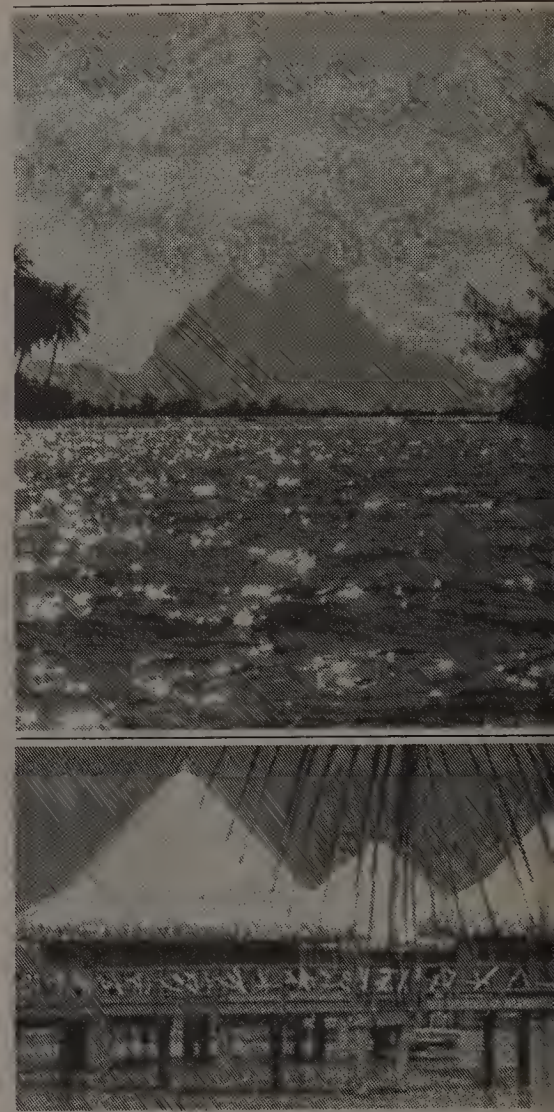
With a three-week passage at sea, there should have been time to catch up on everything, right? Wrong! This is what our routine was like halfway through the long passage; it may provide some insight into a typical day at sea. Basically there are two parts to the day — how's that for a major insight? There's the 'dark part' and the 'light part'. The dark part, which turns out to be about 12 hours in the tropics, was when our major focus was on running the boat and getting sleep. The other 12 hours were for everything else that needed to get done.

watch for four hours while Jan slept. Bill then slept again from 0200 to 0600, with Jan getting the last two hours of 'almost-dark' sleep, from 0600 to 0800. It took about three days for our bodies to adjust to this schedule, after which it was pretty easy to fall asleep quickly. Every 15 or 20 minutes, the person on watch checked the horizon for boats or storms, the instruments for anything unusual, and the sails for proper trim. Once an hour, the person on watch filled out the log with information on course, speed, weather and boat systems. This insured that each of the critical systems was monitored once an hour.

The light part of the day started with Bill having coffee ready for Jan when she awoke at 0800. We generally spent the next hour with our coffee and tea — and perhaps some recently-made banana bread. Yes, Jan made banana bread! At 0900 Jan cranked up the SSB radio and checked in with two of the boats that were closest to us. We traded information on the weather, our course, and any problems anyone might have been having the previous 24 hours. At 0930, Bill got the radio to pick up the latest weatherfaxes out of San Francisco. At 1000 Jan was back on the radio to monitor the West Bound Cruisers Net on SSB. This usually involved about 25 boats that were either on their way to Hawaii or the South Pacific. Each boat checked in with their position and weather — it's a great way to keep track of how everyone is doing.

By 1100, we'd compared notes on the weatherfaxes and reports from other boats to plan our sailing strategy for the day — meaning what course we'd sail and if there was any change in the sail combination we had set. While we did this, we also enjoyed some more banana bread with coffee or tea. By 1130, we'd gotten into our chores. Jan typically spent several hours on the computer organizing various things. French Polynesia, for instance, requires an inventory of all the equipment on the boat — including serial numbers. Bill usually did various maintenance projects, plus he handled a major portion of running the boat-type jobs during the day: sail trim, course changes, and so forth. Every third day we did laundry.

At 1200, additional weather data was obtained from Honolulu, and then again at 0430 from San Francisco. With these, we had a pretty good idea of what weather we'd get within the next 24 hours. By 1700, it was time for ondeck showers. If we waited any longer, the sun wouldn't be warm enough to

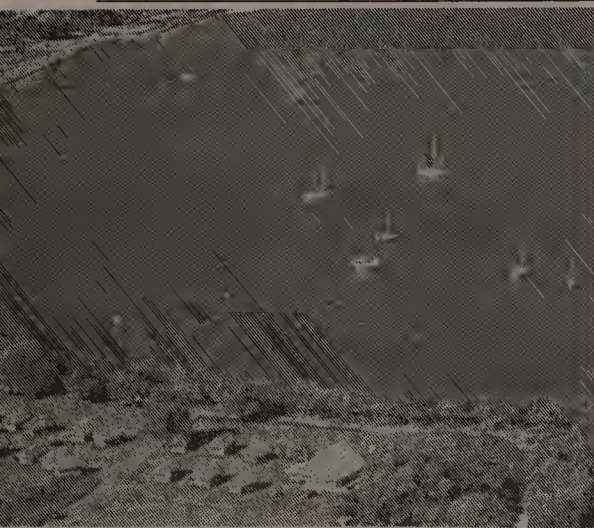


dry us off. By 1800, Jan was getting organized for dinner. Note that breakfast and lunch had been pretty light. We generally ate at 1900, after which it was time to get ready for the 'dark hours' again. At this point, we reminded ourselves that we should also be doing at least an hour of French a day, plus a little fishing, plus reading some of the 50 books and hundreds of articles that we have on our next location, plus writing an article for the newsletter, plus, plus — well, you get the idea.

In general the days were pleasantly busy, assuming no equipment crisis. If there was such a crisis, everything else was put on hold until it was taken care of.

As for the Marquesas, they lie somewhere between a Stephen Spielberg representation of the lands in *Willit* and JRR Tolkien's magical mountains of *The Hobbit*. The Marquesas have black volcanic peaks draped with lush green vegetation that rise 2,000 feet out of a crystal blue ocean. Waterfalls plunge 1,000 feet down from peaks. Interspersed along the cliffs are tiny white dots of wild goats leaping from ledge to ledge. The land is nothing short of awesome.

The people are large and strong, and

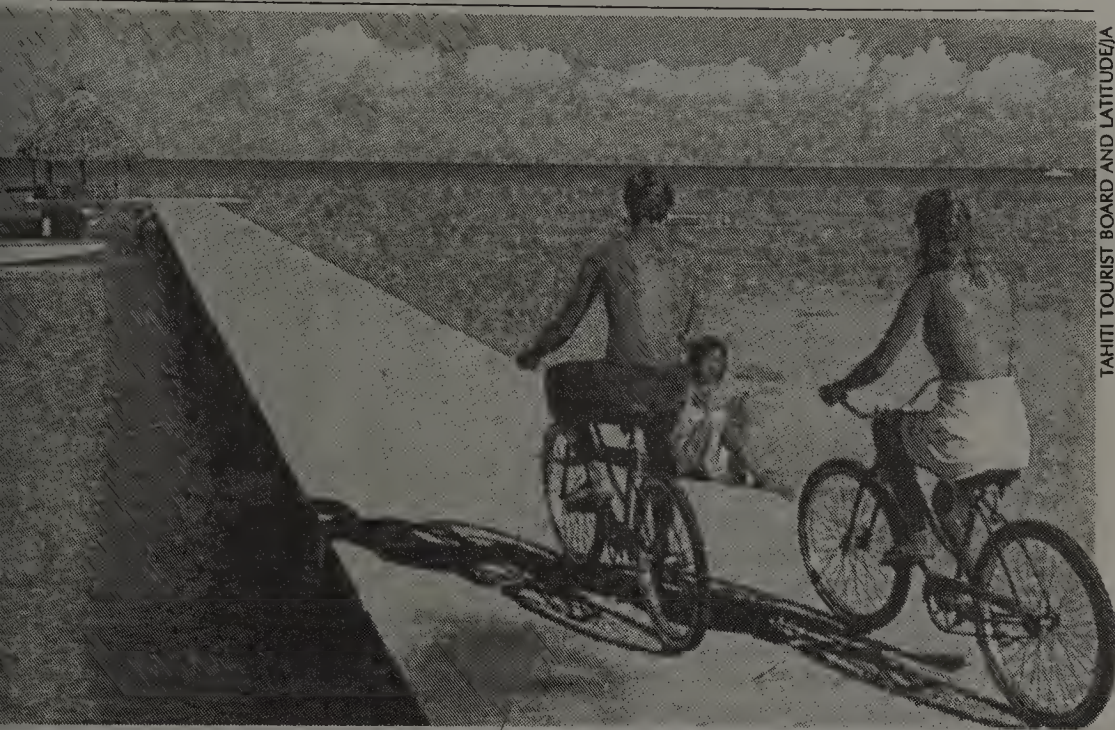


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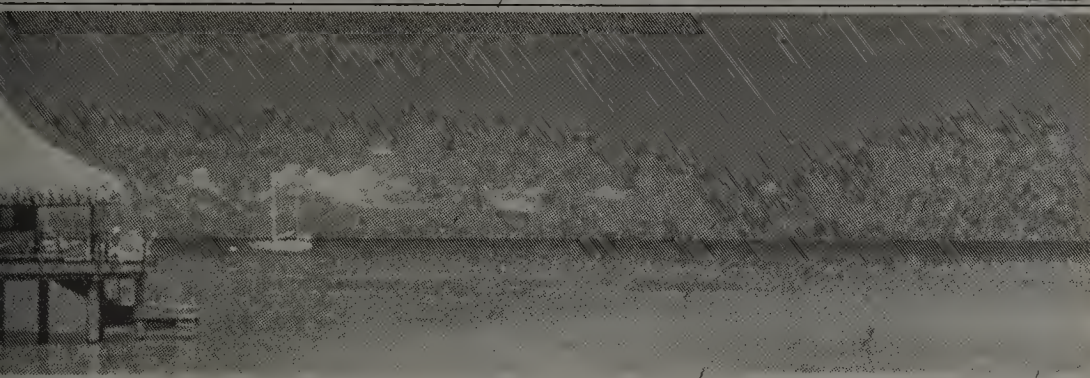
The anchorages in the Marquesas may not be the calmest, but the dramatic and verdant scenery can't be beat.

At 2000, we started the 'dark part'. Bill went off watch and tried to sleep while Jan ran the boat. At 2200, Bill came back on

IN LATITUDES



TAHITI TOURIST BOARD AND LATITUDE/JA



Except for Papeete, things are different in French Polynesia. No crowds, no rushing, no traffic, no gory television news.

have tattoos that serve as a reminder of the not-too-distant link to their warrior heritage. They are also the kindest, most generous people that we have ever met. After our first landfall on the island of Nuka Hiva, we stopped to check in with the *gendarmes* at the town of Atuona. The process was quick, and contrary to our expectations, we found the officials to be both friendly and helpful. At the Post Office, we were delighted to discover that we could make collect calls, send and receive faxes, plus get mail in less than 10 days.

Our next stop was the telecom office. We'd been told it would take weeks for Bill to get a reciprocal Ham license. In reality, it took 10 minutes for Bill to become FOOSAM. He subsequently became the facilitator on the local cruisers' evening net. We then visited the hospital for pills to prevent elephantiasis; if you catch that, it's tough to find shoes that fit.

There were four markets in town, which were similar in selection to our 7/11s — except that they also sold clothes. Typical products were New Zealand butter and

cheese, French cheeses and *pate*, French wine at \$6/litre, and hot baguettes for 50 cents. We quickly got into the local routine, by buying a large bottle of the local beer, Hinano, and a baguette Poor Boy style sandwich, along with a couple of great egg rolls. We'd then sit outside on the curb and have lunch with the locals.

After five days and one of the great cheeseburgers of all time at the snack shop by the anchorage, we headed off to Tahu Ata, eight miles away. The first anchorage, Hana Moe Noe, was an uninhabited bay with a white sand beach and the surrounding hills speckled with goats and wild horses. The reef was excellent for snorkeling, and we saw lots of fish — including a four-foot white tip shark. This shark was the first of many we would see, and soon we became old friends with them. Then we were off to a second anchorage, Hapitoni, about four miles around the island. Here we anchored close enough to shore so that at night we could hear both the waterfall and the rustle of the wind in the palm trees. The snorkeling was even better, and boys from the village on the other side of the bay brought us two large stalks of bananas.

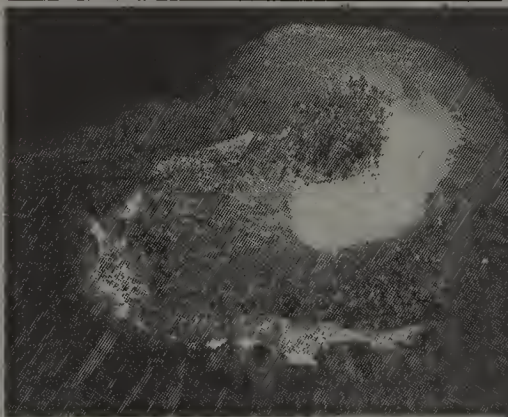
Our next stop was Ua Foa, with another breath-taking anchorage in sight of some massive monoliths that rose straight out of

the hills and into the clouds. Here we took in a local Saturday night dinner and dance at the community center. The roast pig and our first taste of breadfruit were pretty delicious. While the music and dancing were modern, the women had some extra twists to their hips that definitely marked them as Polynesian.

The final island we visited in the Marquesas was also the largest, Nuka Hiva. Our first stop was in Daniel's Bay, which might well be the most beautiful place in the world. Picture coming toward black cliffs rising 2,000 feet straight out of the water and no bay in sight. As you get within a half mile, there is a small pass between the cliffs and a large hill becomes visible. With a deep gulp you commit your boat, which is being bounced around in the backwash from the cliffs, to the pass. As you round the point of the hill you suddenly see two incredible valleys ahead. The valley on the left goes inland for five miles, and has sheer cliffs and a dozen waterfalls streaming down. The one on the right has a gently sloping valley covered with trees, pastures, and a double waterfall tumbling over the cliffs at the end of the valley. This one is named Daniel's Bay — because Daniel and his wife Antoinette are the only ones who live there.

The couple is in their late 60s. Daniel is still able to hunt goats and manage their orchards, but Antoinette has severe arthritis and can't move much. Bill met Daniel while he was gathering guavas. Daniel, with a grin that revealed just one remaining tooth, was leaning on a fence and holding his rifle. He had just come down from the hill where he had shot a goat. The goat was field dressed and lying headless on the ground. After some casual introductions, they walked

As beautiful as the Tuamotus are from the deck of a sailboat, they're sometimes even more beautiful when viewed from the air.



THE LITTLE PRINCE

CHANGES

together back to his house where Daniel skinned and butchered the goat. We were invited the next day for roasted goat, cooked in a pit on hot rocks covered with banana leaves. It was excellent — as was the breadfruit, which could easily have passed for potatoes.

Since Daniel did not have any refrigeration, all four of the yachtie crews that attended the feast had a huge pile of goat to take back to their boats. Here's an odd problem we developed: with all the locals giving us so much food, how were we to eat all the stuff we brought along? With a stalk of bananas, about a dozen mangos, a couple of huge very ripe avocados, a half dozen pampalmoose (often described as grapefruits on steroids), a breadfruit or two, not to mention a bucket of limes, our systems got 'over-fruited' fast. We'd gotten a delicious dark honey on Ua Poa, *Pacific High* had made a dynamite guava jam that went fantastically with the Halia bread that *Pilgrim* had made, so the next night *Camelot* contributed a goat stew for a second meal to remember. Actually, we traded a Mexican machete for the potatoes, yams and onions that went into the stew. So it was sort of a 'one knife meal'.

— bill and jan 9/10/96

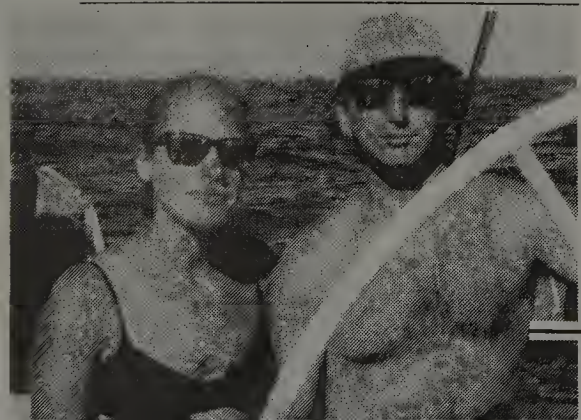
Bill & Jan — We want to salute you for two things: 1) The way the two of you seem to work as a team; and 2) Your cruising newsletter. We've read about a million of them over the years, but we can't recall a better one.

Magic — Alberg 30

**Duane Yoslov & Sarah Clements
Truckin' Home From Baja
(Sausalito)**

When we left for Los Angeles for Mexico at the end of January, we knew we only had

Sarah and Duane in the Sea of Cortez — guest sailing on a friend's considerably larger boat.



COURTESY MAGIC

four or five months for our cruise. Unlike many of the folks we met south of the border, Mexico was our destination rather than just the first stop in a long journey to the tropics and beyond.

The thought of trucking the boat home to Sausalito was seeded by articles in both *Latitude* and *Cruising World* about Marina San Carlos and Ed Grossman's innovative trucking concepts. One article also mentioned the possibility of a 'dry canal' across the Baja from Bahia de Los Angeles in the Sea to Santa Rosalita on the Pacific side. The idea is to haul boats, with their masts up, the 40 or 50 miles across Baja. This idea appealed to us the most because it would have cut 1,500 miles off our trip home and thus have allowed us extra time in the Sea. After inquiring about it further in La Paz, it soon became apparent that this option wouldn't be ready when we were. But supposedly it would only cost about \$1,000.

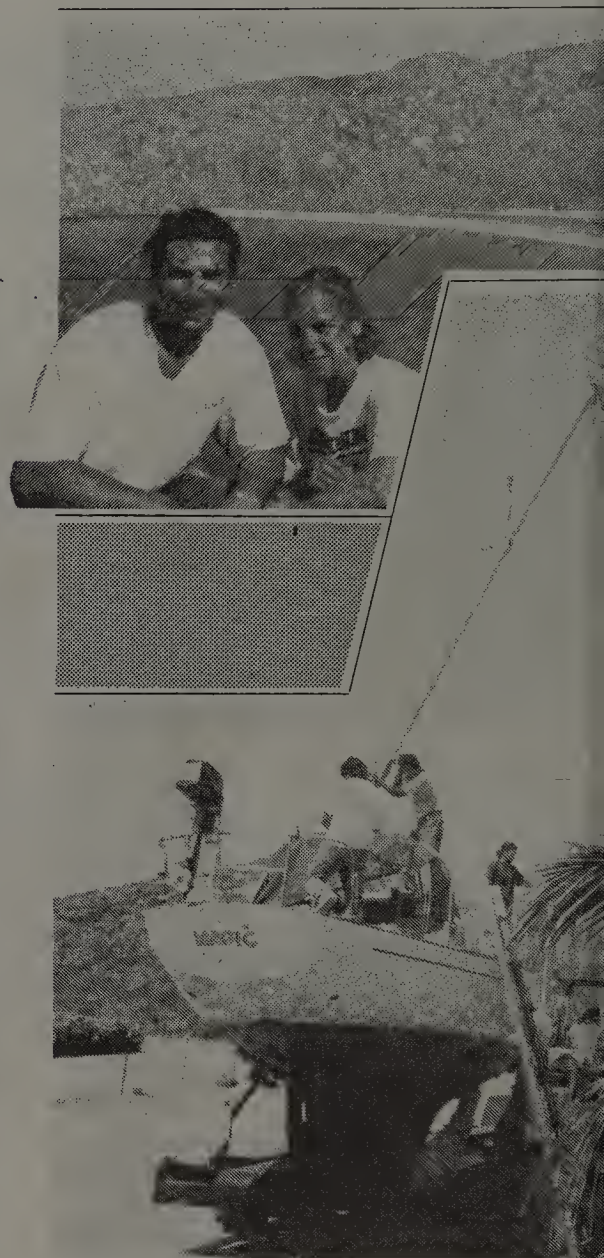
We were on the fence about whether to truck it home or just bite the bullet and make the dreaded bash back up the coast. That's when we met Sea of Cortez Sailing Week coordinators Pepe and Sue. They pushed us over to the trucking side one evening as we dined on freshly caught tuna and our last bottle of California wine. Pepe's most persuasive argument was this: "You don't want the last thing you remember about your cruise to be the miserable month you spent bashing your way back home."

While they were successful in convincing us to truck our boat home, we nonetheless declined to stick around for Sailing Week. We wanted to use all our time to see as much of the Sea as possible.

Once our decision to truck was made, all it took was a fax to Marina San Carlos to get things in motion. Kirsten Grossman promptly replied with a confirmation of our reservation. We timed our arrival to give us about a week to enjoy a bit of San Carlos and get the boat ready for the trip. Once we got there and stumbled into her office, we drilled Kirsten with a zillion questions: How much? What about the paperwork? How would the boat get from Tucson — where Grossman stopped — to Sausalito?

"Don't worry about it," she Kirsten replied to all our questions, "I'll take care of it." Having the boat trucked home was definitely worth it, and we're very glad we did it.

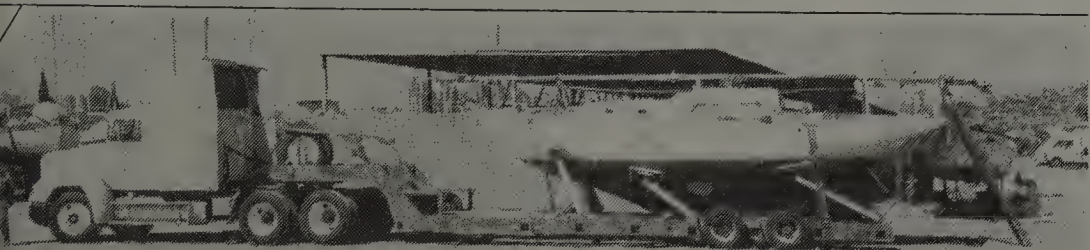
Sailing the Sea of Cortez is the ideal way to warm someone up to the idea of cruising, as there are blissfully isolated anchorages,



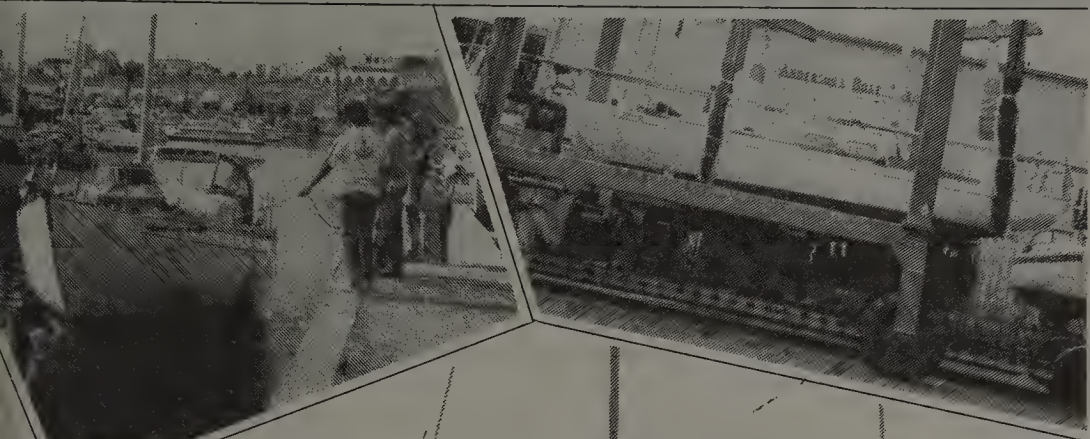
usually less than a daysail apart. There wasn't even a swell to complain about. As for the delivery home — from rigged boat at San Carlos Marina to rigged boat at Anderson's in Sausalito — it cost \$3,500, and gave us an additional month in the Sea of Cortez. *Here are our Top 10 Reasons To Truck Your Boat Home From Baja:*

- 10) So you'll get married, not divorced.
- 9) Gives the *Federales* an excuse to rummage through your underwear.
- 8) Get to take the mast down without Mother Nature doing for you at the north end of Cedros.
- 7) Get to say, "Are your ears on good buddy?" in Spanish over the CB while riding in a big truck to Tucson.
- 6) Get to go to Tucson!
- 5) Get to say your boat's been to Tucson!
- 4) Find out just how thick your hull really is when the Border Patrol breaks out the big drill.
- 3) Fish from Sea of Cortez tastes better than fish from Safeway.

IN LATITUDES



ALL PHOTOS COURTESY MAGIC



A photo history of 'Magic' being lifted from the water in Mexico and getting trucked to Anderson's Boat Yard in Sausalito.

Magic, but we're thinking about a larger boat such as a Cape Dory 37 or Crealock 37.

— duane & sarah 8/15/96

2) Kirsten Grossman at Marina San Carlos is really cool.

1) More time in Mexico!

By the way, Sarah and I did get engaged — probably making us the first couple to do it while 'bringing' their boat home from Baja. Here's what she thought about the whole adventure:

Duane had sailed from San Francisco to Acapulco before, which convinced him to buy *Magic*, but this was a first for me. I wasn't sure how I'd like it, but something happened during those four months and now I'm addicted. I loved the freedom, the lack of civilization, and the sea life. We're only 28 and 24, so we want to work on our careers and a family, but as a result of this trip, cruising is certainly going to be a big part of our lives.

We're currently living aboard, and Duane quickly resumed his hectic career. We love

Destination La Paz

Ed Vergara

Marina Palmira

(La Paz, B.C.S.)

After the Ha-Ha III cruisers reach Cabo San Lucas, the big decision is whether to head across to the mainland or north to La Paz and the Sea of Cortez. The countless charms of the Sea of Cortez have been recounted many times in these pages, and the allure of La Paz is so powerful that it often takes cruisers years to tear themselves away. So going north from Cabo is a popular option.

The one thing to keep in mind if you decide to head north is that toward the end of November the water and air temperatures begin to cool, and you should keep your weather eye out for Northers. This is no hard and fast rule, of course. The Wanderer remembers sitting on a beach at Isla Partida on Thanksgiving when the water

temperature was a most pleasant 89°. And folks who headed north after the Ha-Ha II had a great time in La Paz, as last winter was delightfully mild and free of harsh Northers.

Ed Vergara of Marina Palmira is hoping to influence skippers' decisions with the Marina Palmira Baja Ha-Ha Challenger Cup, which will start from Cabo about a week after the conclusion of Baja Ha-Ha III. Vergara will be in San Diego at the Kick-Off Party to say hello to everyone, and he'll be in Cabo with a powerboat to escort the fleet the 153 miles to La Paz. Depending on what the fleet wants to do, it can either be non-stop, one-stop, or with stops at Los Frailes and Muertos.

Marina Palmira has just about everything: 140 slips, electricity, potable water, a swimming pool, showers, 24-hour security, a fuel dock, a five-star hotel, places to eat, and haul-out and long term storage facilities. They've also built a *palapa* specifically for cruisers to hang out, cook, have potlucks, and socialize.

All participants in the Marina Palmira Baja Ha-Ha Challenger Cup will be encouraged to pull in, wash down their boats, fill up their tanks, and enjoy the swimming pool and jacuzzi. In addition, there'll be a Ha-Ha party at the marina's *palapa*, and participants will only have to pay for drinks and beer. Everything else will be free. "We're going to feed the participants," says Vergara, "until they can't walk."

First place winner in the Marina Palmira La Paz Ha-Ha will get his/her name engraved on a trophy newly created for the

After a few weeks in the Sea of Cortez, you long to see some greenery. The Marina Palmira pool area has more than its fair share of it.



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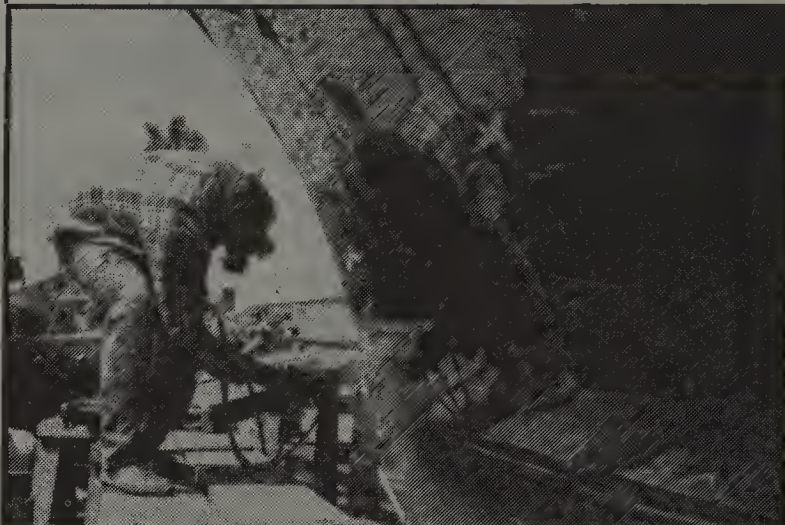
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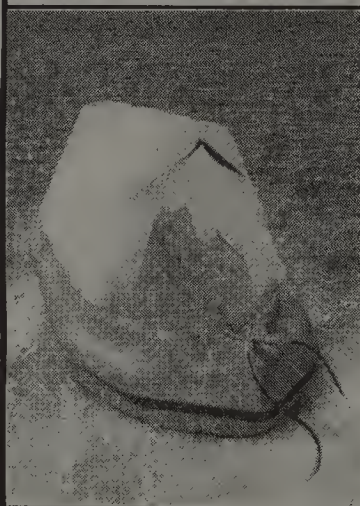


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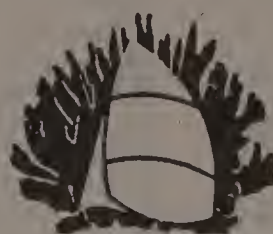
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CHANGES

event. Better still, they'll get five free days of mooring. Second place gets four days free, third place gets three days free, and fourth place gets two days. *Everybody* in the La Paz Ha-Ha will get a free night at the Palmira Marina.

One of the great things about La Paz — and Marina Palmira in particular — is the quick access to Isla Espiritu Santo and Isla Partida. These are the gateways to the cruising grounds between La Paz and Loreto, which many cruising vets consider the best in all of Mexico. La Paz is also a great place for the holidays, as they have everything you need in town, and family and friends can fly down direct from the States.

For further information on the Marina Palmira La Paz Ha-Ha Challenger Cup — which is actually just a fun cruiser rally — contact Ed at 011-52-112-16159 or fax 011-52-112-16142.

"We're really looking forward to meeting everyone," says Vergara, "and our goal is to help the new cruisers in every way we possibly can. The Marina Palmira welcome mat is out!"

— latitude 38

Intuition — Freya 39

B. Bendickson & S. Montgomery Panama To French Polynesia (Northern California)

We — Ben and Sharon — and *Intuition* spent the month of June enjoying Bora Bora: we climbed Mt. Pahia, swam her lagoon, rode bicycles around her, and thoroughly enjoyed meeting the locals. Now we're getting ready to enjoy Bastille Day, with canoe races, singing & dancing, and all the other festivities. Every evening there is singing in the villages as they prepare for the big celebration.

We've seen a lot more than Bora Bora. In the course of exhausting all the time on our visas, we managed to visit all the major islands in French Polynesia: Tahiti, Moorea, Huahine, Raiatea, Tahaa, and Bora Bora.

We're now preparing for another long passage, this time to Tonga. Unless the weather forces a change in our plans, we'll make the passage non-stop. So far we've done well on long passages. Veteran cruisers always told us the first 24 hours of any passage is the hardest, and we found that to be true. Staying awake and getting used to the motion of the boat takes a few days. But once you've got the rhythm, it's great. Our passage from Panama to the Marquesas, for

example, took 39 days, but it was great.

Two things that made it great were the food and our communication with *Pacific Child*. It's hard to believe that fresh produce can last 39 days, but ours did. In addition, *Pacific Child* kept a radio sked with us until we lost contact at 5°S, 110°W.

There's a choice of routes when sailing to the Marquesas from Panama, and we elected to take the less-travelled northern route. We found the best wind and current when we were north of the rhumb line, but when we eventually had to get south it was really slow. Sailing along the northern edge of the InterTropical Convergence Zone gave us plenty of breeze, but once inside the ITCZ it was like the Twilight Zone. It was quiet, there wasn't a whisper of wind, and we saw no signs of life except for the occasional flying fish.

One highlight of our trip was being able to watch that comet from about the best possible vantage point. Her tail grew longer as she made her way across the horizon, and without much ambient light, we had an excellent view of her. It's hard to believe the comet was discovered by a man with a pair of binoculars in his backyard.

It's only a few miles from Marina Palmira (insets), at the outskirts of La Paz, to great islands and anchorages in the Sea of Cortez.

Panama is renowned for spectacular fishing — and we found out why. While passing through the Gulf of Panama, we caught four nice fish — a dorado, a yellow fin, an albacore, and a sierra mackerel — in a single 45-minute period. We didn't catch another fish for the next five weeks. However, we ate and loved every ounce of the 50 pounds we caught during that brief spell.

But the biggest highlight of our trip was our unbelievable encounter with the large oil tanker *Demetra* about 500 miles west of Panama. Ben and I were discussing the importance of maintaining a watch 24 hours a day when he asked, "Do you think that ship on the horizon sees us?" There were grey skies and a heavy mist at the time, which makes lots of clutter on radar. Ben suggested I give them a call to make sure they saw us. Incidentally, I always make the radio calls because it's been our experience that ship crews are much quicker to respond to a woman's voice.

I gave the captain our position, his estimated position, and asked if they saw us.





MARINA PALMIRA AND LATITUDES

"No way, Sharon. Absolutely no way!" insisted Ben. But *Demetra* had already circled behind us and was coming closer. "All right," Ben relented, "but you only get one chance."

The pressure was really on, because there would be only one shot, because they'd gone to all the trouble, and because all the ship's crew was watching. So I got down on my knees as they made the pass — and grabbed our prize! There were cheers from *Demetra's* crew as we opened the yellow plastic bag which had two half-gallons of chocolate chip ice cream! Wow wee cow! The treat was so sweet that we managed to have milkshakes for the next three days. All we've got to say is that cruisers should maintain those watches because there's no telling when a ship might appear on the horizon.

The tradewinds weren't what we expected along the northern route. Up at 10° the seas were bumpy, and down at 8° there wasn't enough wind. So we had to zig-zag between those latitudes and do the best we could. We think we could have cut a week off our passage had we sailed rhumb line.

But don't get me wrong, we both really enjoyed the long passage. Everything becomes routine and the days just become one pleasant watch after another.

— sharon 7/96

Cruise Notes:

There's much to do and many people to meet if you're a cruiser headed to Southern California and presumably Mexico in October. First off, on October 12 there will be the annual **Cruisers Catalina Weekend** at Two Harbors on Catalina. This will include seminars, equipment demos, a marine swap meet, and lots of other fun. For further information and prices for moorings, contact (310) 510-2800.

If you're a legitimate cruiser — as opposed to a freeloader — headed to Mexico this winter, schoonerman Ernie Minney of **Minney's Yacht Surplus** in Costa Mesa invites you their **Class of '96 Cruiser's Party** from 1300 to 1700 on October 19. Just bring your dinghy or yourself to Josh Slocum's on the Pacific Coast Highway in Newport Beach and they'll pick you up in the — and this is pretty clever — 'Minney-Van'. But you must call (714) 548-4192 and make a reservation.

Ha-Ha'ers need to remember that the

Baja Ha-Ha III Kick-Off and Halloween Costume Party will start at 4 pm. on October 26 at Cabrillo Isle Marina on San Diego's Harbor Island.

Downwind Marine of San Diego — which started all the cruiser parties — will be hosting their original **Cruiser Kick-Off Party** on the beach at Shelter Island next to the launch ramp from noon to dark on October 27. They provide the burgers and hot dogs, you bring a side dish. Downwind also hosts their **Cruising Trade Fair** from 10 to 4 on October 19. Call them at (619) 224-2733 for a complete rundown of their many seminars and other events for cruisers.

For those of you heading to the South Pacific, we've been remiss in neglecting to mention that *Latitude* will be hosting a **South Pacific Kick-Off Party** at Marina Vallarta in Puerto Vallarta during the first week of March. It will be simple little affair, with a few snacks, a few drinks, some t-shirts and burgees — that kind of thing. But it will give folks time to compare itineraries, set up radio skeds, and check out potential crew. Mark it on your calendars, as we hope to see you there — and take a couple of photos.

Medical care in Mexico is very cheap. But according to Dr. Larry Gold of the S&S 50 **Chap**, even very cheap is too much for the majority of Mexicans. "From what I've observed," he says, "they have a **fatalistic outlook toward health**. If they get sick, they wait to either get better or die. About the only time somebody would be taken to a hospital is if they collapse."

The Maher family got into the spirit of last year's Ha-Ha II Kick-Off Party by dressing up as 'garbage bag goblins'.



LATITUDE/CHRIS

He told us to stand by, then confirmed they had a visual on us. Oh good! Then Capt. Vlisnas Andreas of *Thak*, Greece, and I started chit-chatting. He said that *Demetra* was making her normal run from Honduras to Ecuador. Capt. Andreas asked if everything was well aboard our boat. When I told him everything was fine, he asked of our plans and if we needed anything.

Being from California, I'm a bit of a jokester, so I said, "Do you have any ice cream?" Capt. Andreas was a bit surprised at my reply, but said, "Sure, we have ice cream. How do we deliver it?"

By this time Ben, driving the boat, was wondering what was going on. When I told him, he was adamant: "No way; we're sailing wing on wing in 20 knots of breeze!" But by the time he'd said that, Capt. Andreas was back on the radio saying the package was ready to drop off.

"Tell them no way, Sharon!" Ben shouted at me. So I got back on the radio and told Capt. Andreas it had been a joke. "Joke? What's a joke?" he asked. But even after I explained the concept to him there was no stopping it. "I like your joke," he finally said, "but we're gonna do it anyway. We'll circle a quarter mile off your stern, pass alongside, then drop off the package."

CHANGES

One of the ways we cruisers might be able to help is by passing out **basic First-Aid kits**. Kits that might come in handy at a fish camp, for example, where a fisherman might have put a hook through his hand, or at an isolated farm, where a child with a cut might need protection against an infection.

Here's what Gold suggests for a minimal First-Aid kit: A 1½-inch Ace bandage for pressure dressings; a small pack of assorted size Band-Aids for small wounds; (4) gauze pads of 4"x4" for miscellaneous dressings; (5) Neosporin ointment antiseptic packets; (5) antiseptic alcohol swabs; a roll of 1-inch adhesive tape for dressings; an oral thermometer; and (3) tongue blades for miscellaneous use.

Further additions might include: Three-inch cling dressings for large wounds; large pairs of non-sterile latex gloves for cleanliness; a bottle of hydrogen peroxide for general antiseptic purposes; scissors and clamps to help treat minor wounds; mercurochrome for antiseptic; an arm sling; disposable bandages for dressings; packages of 1/4-inch by 4-inch Steristrips for wound closures; (5) Betadine swab stick packages for antiseptic purposes; a pack of cotton swab sterile packages to apply antiseptics; a roll of 1-inch plastic tape; a package of Tempadots to take temperatures, and (3) tincture of Benzoin swab packages to hold dressings.

These are just guidelines, and you can augment or modify such kits with recommendations from books such as *Where There Is No Doctor*. In any event, take a few minutes to think about how you can help a few folks when you get to Mexico. Trust us, you'll ultimately be happy that you did.

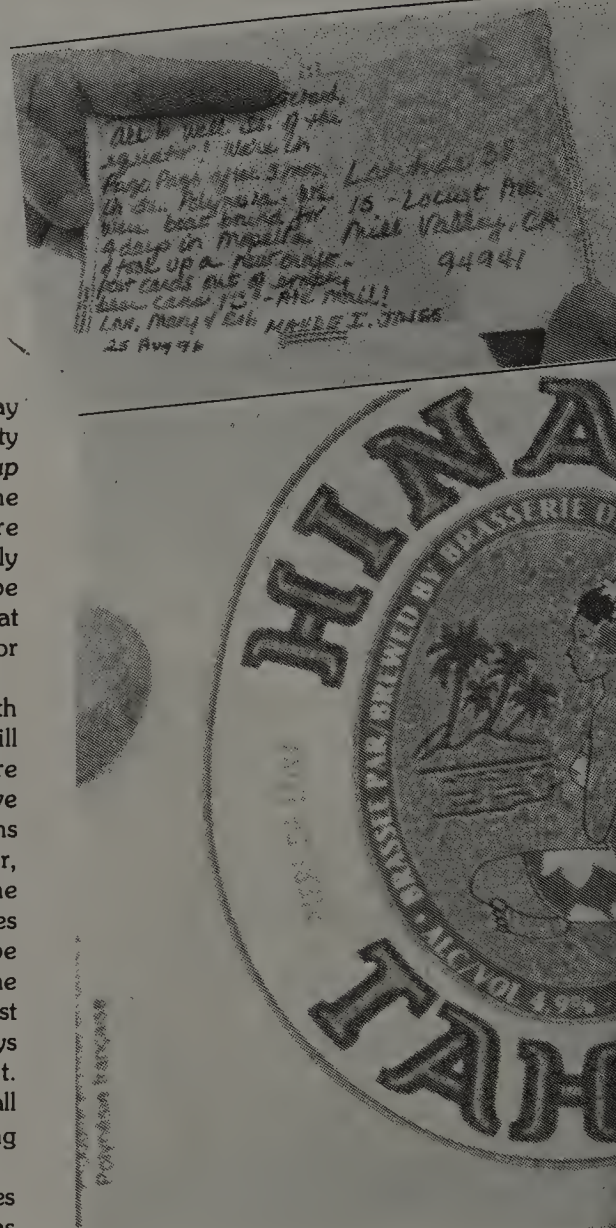
Larry and Dorlis Gold, by the way, kept **Chap** at Marina Real on the mainland side of the Sea while they returned home during

the heat of summer. "Marina Real is far away from anything," says Gold, "but the security is good." The latter is important, as *Chap* was burgled while at Marina Vallarta to the tune of \$7,500. Apparently, such thefts are not common at that marina, which normally boasts excellent security. The Golds will be returning to *Chap* in about a month, at which time they'll begin heading south for Costa Rica and Panama.

Harbormaster Karl Raggio — who with his wife Linda came down from Morgan Hill in 1988 — reports that it's getting ever more crowded at **Marina Vallarta**, "but we've never had to turn anybody away yet. Berths will be unusually hard to come by, however, in late January and early February with the arrival of boats racing down from the States and the MEXORC. Another busy time will be November 21-24 of this year, when the marina will be hosting Puerto Vallarta's first boat show. "There'll be 70 booths," says Raggio, "and all the space has been sold out. Sailboats will be well represented, too. It's all part of a Puerto Vallarta festival featuring fishing, the arts, food, and music."

As for **Nuevo Vallarta**, just a few miles to the north, it's as dilapidated and forlorn as ever. "The berthing is half price if your dock floats out into Banderas Bay," jokes Raggio. "Seriously, the whole area up there is developing rapidly, with new hotels, water slide parks and things like that. Plans have drawn up for Nuevo Vallarta to have 600 berths and become the biggest marina in the area. But you never know when that might happen."

In an earlier *Changes*, Duane Yoslov and Sarah Clements recommended Ed Grossman's service for trucking boats back to *Marina Real* may be located out in the middle of nowhere on the east coast of the Sea of Cortez, but at least the security is supposed to be good.



the States from San Carlos in the Sea of Cortez. We received a similar recommendation this year from Dick and Marcia Rowland of the Goleta-based Islander 34 **West Wind**. After doing Ha-Ha I in November of '94, the Rowlands cruised as far south as Z-town, then sailed north to San Carlos where they left the boat for the summer. When they returned last winter, some incomplete work delayed the relaunching of their boat. It was a stroke of good fortune, because Dick developed a serious medical problem that required immediate attention.

With Dick hospitalized back in the States, the Rowlands decided to have *West Wind* trucked home. And thanks to Grossman, everything went smoothly. Dick has since recovered, and while the Rowlands won't be cruising to Mexico this winter, they've asked us to save them a spot in the '97 Ha-Ha. Consider it done. Incidentally, the Rowlands report that "Dick's bill for two Mexican doctors, a day in the hospital, an EKG, and two follow-up house calls, came to a total of \$160." That's about the same as here in the States, right? Wrong!

"After leaving San Francisco on April 21 and spending most of the winter in Mexico," writes Gary Wagner of **Fast Tracks**, "we



MARINA REAL



LATITUDE/ROB

Idleness is the devil's workshop. When Rob and Mary got stuck at Mopelia, they created a postmaster's nightmare: beer can postcards.

had a 21-day passage to Hiva Oa in the Marquesas." There weren't too many squalls, but the wind was inconsistent. We've spent the past three months in French Polynesia, where the people have been open, friendly, and generous. Our favorite spots have included the Bay of Virgins on Fatu Hiva, Hapatoni Village on Tahuata, Auea Bay on Huahine, and Ahe in the Tuamotus — where I spent a pleasant afternoon watching the pearl harvesting.

"All in all, we wish we'd spent more time in the Tuamotus, as Papeete is too bustling and Bora Bora is too touristy. We're sorry to report that cruisers at both places have been reporting instances of theft and vandalism. While here, we've met several boats from San Francisco, including **Quiet Times**, **Pilgrim**, and **Camelot**. The wind and weather have been a bit off this year, as we've been just as likely to get westerlies as the southeast trades. As such, it's been important to follow the weather reports and take advantage of windows when they appear.

"Although the prices are high in French

Polynesia, you're compensated by the wonderful people, great hikes around the island, spectacular sunsets, and a slower pace of life. It's also a fine place to have friends visit, as you can fly here cheaper and faster than to the Caribbean. We now head to Tonga and New Zealand before flying home for winter skiing."

"All is well here south of the equator," write Ha-Ha I vets Rob and Mary Messenger of **Maude I. Jones** — on the back of an unusual postcard. "We're in Pago Pago after three months in French Polynesia. While boat-bound at Mopelia for four days, we took up a new craft: making postcards out of empty beer cans." As you can see from the accompanying photograph, the former beer container was successfully reincarnated as mailing material.

"Check out the photo of Lena, cruising cat extraordinaire," suggest Bob and Georgi Samuelson of **Grass Valley**, San Francisco, and the Allied Seawind II **Flicka**. "She really knows how to kick back in the Sea of Cortez." (See photo next page.)

"It was so easy that I almost didn't believe I was in Mexico!" enthuses John Sloboda of the Nuevo Vallarta-based **Jolinga II**. "My

Ranger 29 was the 40th boat to get one of the new **Temporary Import Permits** — and if I hadn't slipped in the cockpit and fractured my left ankle, she would have been the first. Having my foot in a cast from July 8 through September 1 was a hell of a way to spend the summer, but it still beats falling overboard in the Gulf of Panama and having to swim for hours before being spotted by a cruise ship in the middle of the night — as you probably remember happened to me six years ago.

"I realize there are probably variations depending on where you are, but in order to get an Import Permit in Puerto Vallarta, Aduana requires two copies of the following documents: 1) Passport, tourist visa, or FM 3; 2) Crew list; documentation or state registration; and 3) Marina check-in paper. They also required that you show him the originals of your documentation, passport, visa or FM 3. In addition, they have to be transported to your boat to verify the numbers are correct.

"Sr. Jorge Wiesman, the Aduana man in Puerto Vallarta, emphasized that there is to be no charge for this permit," continues Sloboda. If you choose to let a marina do it for \$50 to \$100, then you're richer than me. After all, \$50 buys a lot of rum. If an official charges you for the permit, try to get a receipt or at least the name of the person who charged you — then call the toll free number 91-800-91-321 to report him or her. This number is just another step in the crusade to stop corruption in Mexico."

Everybody we've spoken with in Mexico says the same thing about the Temporary Import Permit program — that it's a huge success. We're also hearing that forming a Mexican company in order to use your boat commercially is no longer the Kafka-esque exercise in insanity that it had always been before. "You still have to jump through hoops and get hit with fees at every step you take," we're told, "but at least it can now be done."

Talk about progress — or the lack of it — they *still* haven't got the fuel dock permitted and functioning in **Cabo San Lucas**. Yes, this is the same facility that's been in the 'we'll-be-open-in-a-few-days' category for about five years. What have opened instead, unfortunately, are a Planet Hollywood and a Hard Rock Cafe.

"Thank God," says Jim Elfers, manager of Coast Chandlery at Cabo Isle Marina in Cabo, "there are still authentic places like

CHANGES IN LATITUDES

Lucina's Broken Surfboard Tacqueria, that have character and characters." It's the truth. The Broken Surfboard — the Cabo hosts for the **Baja Ha-Ha-III** and the **Some Like It Hot Rally** — was old and cool when we first stopped there in '78. And it's just gotten better with age. Viva Mexico! Viva Lucina and Phil's Broken Surfboard Tacqueria!

When Frank Robben bought the aluminum S&S-designed 73-ft **Kialoa II** back in '85, she was already 20 years old. Little did the Berkeley resident, who was relatively new to sailing, know that in the next 10 years he would put more than 80,000 more miles on her bottom — including a circumnavigation. Having been back in Northern California for all of about 18 months, Robben is getting fed up: "I'm tired of being here on land, tired of all the bad news, and unhappy with the way kids behave today. I want to get back on the water."

So Robben, now 62, has been spending a lot of time refitting and remodeling **Kialoa II** which has been up in Sacramento. "I've been fixing up the main engine and transmission and all those other things. It's taken longer



FLICKA

The only thing more laid-back than a cat is a cat that's out cruising. Lena waits for 'pillow service' aboard 'Flicka'.

than I anticipated, so we won't leave for Mexico until early next year, and then won't leave Puerto Vallarta for the South Pacific until the end of March. Mangareva is the one place I'm most eager to return to; I just didn't

get enough time to spend there." Frank will be accompanied by his Sri Lankan wife Cynthia and three children from the ages of 9 to 17.

"We're now anchored in Puerto Refugio at the north end of Isla Angel de la Guarda," write Gordon and Miriam Zittel of the Golden Hinde 31 **Anwagomi**. "It's absolutely beautiful — and our favorite place in 8½ months in Mexico. It looks like we might head for the South Pacific in March or April."

Speaking of long time Mexico cruisers heading to French Polynesia, that's what Tim Tunks of the Islander 37 **Scallywag** did a month ago. But rather than take his own boat, he met up with Jerry and Jas Havaki and their steel motorsailer, which they sailed from La Paz to Tahiti last March. "We had a grand time," says Tunks.

When you get a short but violent storm with rain along the Mexican coast — usually at night during the summer as a result in the great difference between day and evening temperatures — it's called a **Chubasco**. When you get the same thing without rain, it's called a **Toro**. Know the difference and it will seem like you're a Mexico vet.

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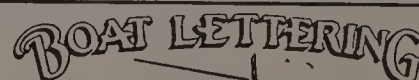
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SANTANA 20, 1985. Superb condition. 4 hp Mariner, Trail Rite trailer, new bottom paint 4/96, fixed keel, 2 mains (150% and 110%). Fabulously fast sailing. \$3,400. (916) 483-2012.

CAL 20. 12 sails include 2 mains, 2 storms, 1 spinnaker and 7 foresails, all crispy. New Nissan 5 hp o/b. All upgrades done, all lines led aft. Bottom done in 4/94. Good sailboat. \$3,500. 10-ft Sevylor inflatable w/trailer. 4 hp Evinrude, tanks, flotation stuff, pump, paddles. \$650. Call (510) 865-8425.

CATALINA 22, 1978. Swing keel, pop-top, self-tacking jib, genoa, extended tongue trlr, new VHF, sliding galley, alcohol stove, ladder. Lines led aft, jiffy reef, bottom paint, in fresh wtr, 6 hp, solar chrgr. \$3,500. Call after 10/21 (510) 684-3470.

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CATALINA 22, 1976. 6 hp Evinrude, swing keel. Fully equipped, 3 sails, 2 anchors. Great Delta boat, currently berthed at Andreas Cove on Andrus Island. No trailer. \$2,450. Richard, (916) 661-9528 or Frank, (916) 966-6540.

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CATALINA 22, 1981. Swing keel, pop-top, cover, pullout galley, lights, DS, KN, VHF, pulpits, lifelines, 5 hp, anchor, good sails, trailer w/brakes, bucket head, boat is in great shape. Everything you need. \$4,000 obo. (415) 728-5445.

WEST WIGHT POTTER 19, 1994. Sleeps 4, stove, sink, potti. Lines lead aft to cockpit. Kick up rudder, retractable keel, stem ladder, stainless bow pulpit and rails. Covers for main and jib. No trailer. Very clean boat. \$6,500. (415) 588-9558.

RANGER 23, 1972. Great Bay boat! Good sails and rig, like new 6 hp Johnson, depthsounder, knotmeter, new compass, many recent upgrades, rigged for spinnaker, teak toerail. Very good overall condition. Fast, comfortable and safe. \$4,100. (510) 883-1913 or email jillpaul @uclink2.berkeley.EDU

WEST WIGHT POTTER 15, 1986. Teak trim, exc condition, sleeps 2, new '96 Mariner 3.3 hp motor, only 6 hrs. Trailer, sails like new. All white, all equipped, jiffy reef, lazy jacks. \$3,000. Call (707) 937-4464.

MOORE 24 SC with i/b Yanmar, Harken furier, electronics, trailer, lots of equipment to race or cruise. Must see. \$12,900 obo. (510) 261-0575.

HERRESHOFF 12-1/2 (DOUGHDISH). Capt. Nat's 1914 design faithfully reproduced in fiberglass and teak. Bristol and salty. Gaff rig with new sails (July '96) on sitka spruce spars. Cover, custom trailer, British Seagull o/b. \$11,500. (707) 983-6366.

ISLANDER BAHAMA 24. Owner has berthed in fresh water Delta marina for 18 yrs. Light blue hull. Honda 10, low hrs. Sutter sails, stove, 4 berths, cockpit cushions. Well above average. A sound inexpensive family cruiser. \$2,400. Contact (916) 961-2545 or (415) 789-8763.

CLASSIC BEAR 23-FT SLOOP. Huge sail inventory and extras. Ready to sail, but needs some TLC. Sacrifice for \$1,000 obo. Located in Harris Marina. Craig, (209) 524-9636 lv msg.

15-FT SUNBIRD. Sailboat w/trailer in good condition. Sails, spinnaker and life jackets included. \$1,000. (415) 345-2843.

J-24. Prof. faired hull, keel and rudder. Simplified deck layout w/Harken traveler, new mast, rigging, outboard 1991, 16 bags of sails - one set new - trailer, race ready. Many extras. Price reduced \$9,500 to \$7,500 obo. (415) 381-9814.

MELGES 24, 1995. Hull #201. Fun, fast and easy to sail. What more could a performance sailor want? #201 is identical to the newest boats and is very well equipped. (916) 583-6107.

J/24, 1979. Racing deck layout, easy to stow spinnaker boom, many sails, new genoa 150. Needs paint but ready to sail. Great buy to make a first class racer, cut cheap to buy at \$4,500 obo. (510) 485-9547.

22-FT CHRYSLER SAILBOAT and trailer. Depthfinder with knotmeter and 12.9 Chrysler o/b with 2 tanks. Must sell, moving. \$3,200 obo. (415) 363-2224.



DANA 24 by Pacific Seacraft. 27'-3" LOA. Built 1992. Original owner, lightly sailed. Avon dinghy, 3 sails, self-tailing winches, propane stove with oven, battery charger/shore power. Bruce and Danforth anchors, documented vessel. \$55,000. (707) 938-8619.

J-24, 1977. Extensive sail inventory, 4 hp engine, Shoreline dual axle trailer, new tiller, Sampson xls line, recent topside paint, anchor, cushions, spinnaker pole, open body tumblers, rigging excellent shape, old hatches, clean. Recent purchase forces sale. \$4,900 obo. Will consider trade. (415) 388-4041 or (415) 331-5515.

HOBIE 18 MAGNUM, 1986. Black & white combo. Includes trailer, harnesses, bags. New jib cars, running rigging. \$3,100 obo. Looking for Potter or Montgomery style mini-cruiser. Have Yamaha 650 turbo for partial trd. Stephen, (707) 996-7465.

GLADIATOR 24, #41, 1964. Husky, solid, sleek, sweet-sailing, very capable Lapworth flush deck full keel fiberglass sloop. Instant starting Chrysler Sailor 180 o/b. New genny, full batten main, older #1 jib, spinnaker. Many improvements and inclusions. Pleasant woody interior. New bottom paint & white topsides. Sorely needs deck paint, inside cushions to look nice. You do it and save money and get the colors you want. San Rafael slip. 22 delightful yrs, but now have larger boat. \$2,500 obo. (702) 784-1937 days, (702) 359-5283 eves.

RANGER 24, 1970. Kent, WA built. Main, jib, spinnaker, Loran-c, new compass, new digital depthfinder, VHF radio, roomy w/teak trimmed galley & dining table, sleeps 4, tent awning/canopy. \$2,500. Jorgen, (707) 573-9603, days only.

COLUMBIA 22. Santa Cruz Slip. '94 Johnson motor, great daysailer, good condition, accommodates 4+ adults on deck comfortably. Partnerships considered. '95 haulout. \$2,000 obo. (408) 458-9020.

25 TO 28 FEET

CAL 2-25, 1978. Original owner. Seldom used. Unused: Porta-Potti, stove, water tank and two stainless steel sinks. Anchor, life preservers, main sail and jib included. Sleeps 5. Excellent condition. Asking \$6,500. (415) 454-4419.

CATALINA 27, 1984. Diesel, new batts, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adjustable backstay, boarding ladder, double lifelines, Lifesling, main & 120% furling jib, holding tank with Y valve, auto bilge pump. \$14,000. (408) 778-0047.

MY BOAT FOR SALE. Although my Cal 2-25 is 18 yrs old, it's been my full-time job since I retired 5 yrs ago. The Yanmar diesel engine runs like a Swiss watch, bottom painted in 7/96, waxed the entire hull & topsides in 7/96, sails are great, roller furling head sail and many more extras. Health reasons require that I sell the "Delphinus" and I will surely miss it. \$10,750. (619) 453-8503.

ERICSQ 25, 1972. 2 sails, swing keel, tiller, full head, depth, no motor. Good cond. Must sell. \$3,500 obo. (916) 272-3631.

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ERICSON 27, 1980. Diesel, Harken roller furling jib, custom dodger & cockpit weather cloths, cockpit seat cushions, Harken traveler, new thruhulls, dock power, battery charger, Furuno radar, knotmeter, depthsounder, VHF, auto bilge pump, Loran, 2 autopilots, Origo stove, new batteries. New Zodiac inflatable, 2.5 hp outboard. 2 anchors & rode. Extra equipment and parts. \$16,000. (916) 444-5552.

CHEOY LEE 26, 1963. Frisco Flyer II. Excellent condition. Teak deck, fiberglass hull. Rigged for singlehanded. Self-tending jib. Extra sails. VHF, depthsounder. Rigging, electrical system, winches upgraded. A classic beauty and a great Bay boat. \$8,750. (415) 969-7678.

COLUMBIA 28. Custom woodwork inside. Four sails (storm), \$4,000 invested in '93. New VHF, rig, '93 Suzuki 10 elec. start w/45 hrs. Roller reefing, stereo, knot/log/compass. \$8,200. (510) 521-8500.

26-FT PEARSON SLOOP. O/b engine, main, jib. Repossession, as is. Berth not available. \$2,600. Call SF Harbormaster, (415) 495-4911.

CORONADO 25. Excellent condition. Bottom just painted, new rigging last year, motor just overhauled and tuned. Really nice dinette and sleeping quarters, good sails, stove, radio, head, sink. Located in Alameda. She is a really nice boat but I am returning to school. Must see. \$5,000. (510) 654-1847.

ODAY 27, 1977. Atomic 4. New; lifelines, batteries, VHF & compass. Well equipped, roomy, nice boat. DS/KM, AM/FM stereo, cassette. \$6,500 obo. (510) 433-7497.

PEARSON RENEGADE 27-1/2. 1967 classic sloop. Excondition. New/b saildrive, 4 headsails, 2 spinnakers, 2 mains, reacher, whisker pole, new VHF, knot, depth, stereo. Hauled 6/96, new varnish, many extras, needs nothing. \$8,000. (415) 851-8053.

PACIFIC SEACRAFT, ORION 27, 1983. Original owner. Surveyed at \$60,000. Asking \$45,000. In Honolulu. See on Internet. <http://www.gsn.com/western.htm>. Sid, (808) 623-9749.

28-FT BRISTOL CHANNEL CUTTER, MANDY. Outstanding example of modern strength and classic beauty. Unique, once in a lifetime sailboat. Wooden mast. Rigged by master. Traditional sea-going beauty. 7 sails, tankwork working. Volvo Penta MD7A diesel, Vigil radar, 5 anchors, extensive cruising gear. Excellent survey. Dinghy, inflatable, o/b. Ready. \$87,000. For photos write: PO Box 1674, San Pedro, CA. 90731. Phone (310) 833-4491.

OLSON 25, 1986. Hull #99. Excellent condition. Brand new trailer, Lewmar 30 ST winches, Autohelm Tridata, gel cell battery, halyards, Tuff-Luff. Mostly dry sailed. Creme puff. \$14,000 for fast sale. (209) 735-0949.

25-FT RHODES MERIDIAN, 1964. BMW i/b diesel. Simple, safe, beautiful sailing craft. Rigged for singlehanded. New running rigging, club jib, genoa, main. Sleeps 4, Porta-Potti, VHF. Heavy laid fiberglass hull. Gorgeous mahogany brightwork. Berkeley marina. \$6,000. (510) 540-5839

26-FT AMERICAN SLOOP. Sleeps 4, 6 ft headroom, main & jib. New rigging and lifelines, hauled 5/96. Alameda. \$5,000 obo. (408) 685-8154.

CLASSIC FOLKBOAT 25, well maintained. Lapstrake mahogany hull in exc condition. Canvased deck, new rigging, refurbished mainsail. Yanmar diesel, new electric wiring, battery, charger, fuel tank, prop shaft, muffler, exhaust hoses. Recently repainted and varnished. \$5,900. John, (415) 337-6400.

CATALINA 27, 1985. Boat only/launched in 1987. New interior design, 14 hp Universal diesel, 340 hrs, roller furling, pedestal wheel steering, VHF, DS, KM. Linesled aft, ST winches, stove, macerator pump, exceptionally maintained in and out. \$15,900. (415) 341-5595.

YAMAHA 25 III, 1978. High quality 1/4 ton cruiser/racer. Yanmar diesel, 2 mains, 3 jibs, 3 spinnakers, KM, DS, VHF, 2 compasses, 2 anchors, dual batteries, Autohelm, dodger, stereo, alcohol stove, folding prop, sleeps 4. Sausalito berth. \$7,400 obo. (707) 578-8864.

FOLKBOAT. Boat, rigging, and sails in good condition. Full cover, o/b motor, handheld radio. Asking \$3,500 obo. (408) 954-1443.

ERICSON 27, 1976. In good condition. Atomic 4, 2 jibs, VHF, Autohelm, 2 new batteries. Motivated seller. \$8,000 or trade, obo. (510) 706-9453.

CAL 2-27, 1976. Tempo ("#264). Well maintained fresh water boat (Stockton). Pineapple main, club jib, 2 North spinnakers. Atomic 4. Race ready, exc race record, including 2 South Tower overall firsts. Newly refurbished interior includes 6 bunks, galley, enclosed head, stereo w/tape deck and lots of teak. All safety and cruising equip. \$14,000. Art Aulwurm. Days, (209) 942-0185.

CHEOY LEE 26, FRISCO FLYER. Beautiful. F/G bottom, teak topside. Full cover, 6 bags of sails, Volvo diesel i/b, dual batteries, depthsounder, knotmeter, VHF, stove, enclosed Porta-Potti, dodger. Hauled/bottom painted 9/95. Berthed Vallejo YC. \$7,500. (510) 370-9338 after 6 pm.

MERIT 25, 1981. Main, 3 jibs (150, 150mylar, 95), 2 spinnakers, trailer, Suzuki o/b, Loran, handheld VHF, Autohelm, stereo, Porta-Potti, sink, cockpit cushions, knot/log/depth meters. \$7,500. Wk (415) 432-5829; hm (415) 664-3454.

27-FT DUTCH BUILT PILOTHOUSE Motorsailer, Night Watch. Well known in the South Bay. Much upgraded in the past year into a luxurious pocket yacht. \$52,500. Email francis@stanford.edu or leave message at (415) 723-9390 for details.

WESTSAIL 28, 1977. Hull #38. Volvo diesel, GPS, VHF, RDF, auto, screened ports, dodger, running backs, boom crutch, pulpit, lifelines, 19" TV, wired 110v, new batteries, 5 docklines, 2 speed windlass, 3 anchors, roller furling, all chain bow anchor, 2 heads, full keel. \$38,800. (619) 481-7507.

O'DAY 27, 1986. Diesel i/b, 3 sails, self-tailing winches, cockpit cushions, marine head/holding tank, new batteries, 110v shore power, VHF radio, roomy interior, 6 ft headroom. Like new condition. \$11,500 or make offer. (510) 228-2852.

ERICSON 26. Liveaboard, sleeps 4, 6' headroom, shorepower, phone hookup, microwave and refrigerator, air conditioner, heater, sink, enclosed head, all teak inside, depthsounder, new main sail, new 15 hp outboard (cost \$2,300) warranty. \$7,500 obo. (415) 359-2211, (510) 927-8417.

CATALINA 27. Long shaft electric 9.9 engine (Johnson 1989), 2 six gallon gas tanks, mainsail & 3 headsails, 6 winches, double headsail sheet block tracks, compass, Loran, VHF, 2 anchors, fully upholstered interior, curtains, 10 gallon water tank, safety netting. \$4,500. Ron, (510) 838-0214.

NEWPORT 27, 1977. Very good cond. Steering wheel, Bimini top inboard, new sails, new upholstery. Lots of extras. \$10,000. (415) 382-7826.

28-FT TRITON, #248. Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom, w/4 berths, two speed winches, main & jib, dodger, new boom & cushions for \$1.41/lb. Myron Spaulding (415) 332-3721.

ALBIN VEGA 27. Volvo rebuilt 1994. Harken jib roller, Loran, depth, speed, compass, Autohelm 800, radio, anchors Bruce and Danforth, chain and rode. Hauled March 1996. \$10,000. (415) 574-9012 before 9 a.m. or after 4 p.m. or (415) 368-7873.

TRITON 28'6". One of the nicest of a plastic classic. Well built for Bay or ocean. Support group available to help you maintain, improve, race or cruise. \$10,500. Take a look at Clipper Basin 3, Berth 634, opposite Anderson's, Sausalito, then call (510) 701-9812.

IRWIN 28.5, 1974. Excellent condition. Rebuilt Atomic 4. Automatic Halon, VHF, depth, Loran, main, 2 jibs. Spacious interior sleeps 5, stove, heater, head. AM/FM/CD stereo, 2 batteries, charger, shore power. Very clean. \$8,500 obo/consider trade for family ski boat. (415) 884-3265.

CATALINA 27. Hull #28. Tall rig, dinette model, upgraded interior including microwave and refrigerator, AM/FM/cassette w/amp, VHF radio, new batteries, 2 anchors, Evinrude 9.9 o/b. Located Alameda. \$5,900. (510) 838-1652.

CORONADO 25. 6 hp Evinrude, main, 2 jibs, anchor, woodstove, lots of teak and mahogany. Great value. \$2,800. (510) 654-9698.

25-FT NORDIC FOLKBOAT, 1958, Denmark. Wooden classic, very sound. Race or cruise. Sleeps 2. Due for haulout, routine refinishing. Sacrifice, \$4,000. Ed, (510) 339-8932.

CATALINA 25, 1983. Fresh water boat only. Excellent condition. Swing keel, roller furling, KM, DM (TriData), VHF, compass, cockpit cushions, 9.9 Honda. Tandem trailer. On Lake Oroville. \$9,800. (916) 892-8912.

CAL 27. Very clean. 9.9 electric start Evinrude. Enclosed head, depthfinder, club jib, tall rig, 150% genoa, stereo AM/FM, radio VHF. All the regular stuff. No cleaning, no repairs, just sail away. A fun family boat. (209) 956-1972.

MERIT 25, 1982. Insatiable. 100, 150, spinnaker, main, 8 hp o/b, VHF, elec, knotmeter, compass, epoxy bottom. Needs minor keel fairing and gel coat work. Will deliver. (510) 525-5938 or (707) 277-7261.

CAL 25. Deep keel, sleeps 5, o/b, 5 sails new. Galley, head, DS, compass, Danforth anchor, all cushions, life jackets/vests, good hardware, rigging, lines. Will consider finance to right person. Sails beautifully. \$4,500 obo. (510) 229-4902.

MacGREGOR 25, 1986. Swing keel, exc condition, draws 1' 10", 2,200 lbs, all equipped, teak cabin trim, pop-top cover, good gel coat, no blisters, bottom paint, 15 hp Yamaha less 50 hrs. Trailer. \$4,200. (707) 937-4464.

CORONADO 25, 1968. Sloop daysailer, '94 Mercury 15 hp o/b, sleeps 5, jib, genoa, all lines lead aft, many extras. \$3,000. Located at Richmond Bay Marina. Joe, (707) 422-6677.

SAN JUAN 28, 1978. Windspeed/windpoint, knotmeter, depthsounder, Sobstad 120 roller furling jib, Yanmar diesel, 2 batteries, wheel, Raritan head/Lectrasan MSD, kerosene stove/oven, more. All lines aft for easy handling. Pretty, one-owner boat. Great shape! 2 boat owner must sell. \$12,500 obo. (707) 254-7166.

COLUMBIA 26. Saildrive 9.9 i/b, 4 sails, roller furling jib, enclosed head, 25 gal water, galley, 12v/110, knotmeter, VHF, depth, compass, 1970 bullet proof heavy fiberglass. Needs to sell. At Martinez Marina. \$4,500 obo. (510) 724-3130.

HAIDA 26. NW or Baja! Trailerable or ocean capable! Ray Richards design, 1984 refit. 10 hp diesel, rudder, interior, sails, rigging, spacious teak interior, trailer. \$9,900. Hasler windvane, \$550. CNG stove & oven. Yanmar 34 hp 3 cylinder diesel, excellent \$2,900. (415) 331-7576.

B-25. A proven winner. Fast and easy to sail, easy to launch. Will deliver. \$18,000 obo. Call (619) 436-9094.



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INTERNATIONAL FOLKBOAT 26. (Fiberglass) Designed and built in Sweden by Mariefholm, BMW diesel, Proctor spars, enclosed head, mast-head antenna and strobe, depth log and speed, VHF radio, a beautiful full keel Bay boat in good condition. \$5,500. (415) 574-0970.

CATALINA 25, 1978 in excellent condition. Swing keel, stored on EZ loader trailer. 15 hp Johnson motor and heavy duty motor mount. 25 lb CQR anchor. 4 sails incl. new 150 jenny. 2 reefing points, boom vang, whisker pole, VHF, depthsounder and stereo. Spare standing rigging and keel cable. Swim ladder, cockpit cushions, 2 custom hatches, magazine rack, electric water pump and all lines led aft. Take this boat to Baja, San Juans to Desolation Sound, Channel Isl., SF Bay - we have. \$11,000. (916) 473-5359 or (916) 473-2468.

BOATS: SANTA CRUZ 27. New boat, never launched, trailer, needs sails. \$16,000 obo. Columbia 32.5 Sabre, nice lines, fast cruising boat, large cockpit, sleeps 4, main, jib, genoa, spinnaker, \$5,500. Jet 14, \$1,200. (916) 544-8226 or (408) 423-6000.

MacGREGOR 25. Ready to sail. Main, jib, 150% genoa. Full beam, mid-boom traveler. Cockpit controlled jib downhaul. Bow/stern pulpits with safety lines. VHF radio, compass, knotmeter, depthsounder. Sink with 10 gals fresh water. Enclosed head w/porta-potti and cabinets. Upgraded interior and exterior lighting. Pop top with windowed cover. Attached swim ladder. 9.9 Johnson, alternator, electric/manual start. Trailer with surge brakes and anti-sway control. Passed USCGA Courtesy marine Examination 8/96. All necessary equipment included. \$4,999 obo. (408) 945-8657.

ISLANDER 28, 1978. Good overall condition. Atomic 4 (upper end rebuilt 6/94), pedestal steering, sleeps six, excellent Bay/Delta boat. Lifestyle change dictates sale. \$13,500 obo. Please call for additional details. (209) 522-7873.

CORONADO 25. Custom mast plate, double lowers, 3/16 rig, custom galley, alcohol stove, solar panel, jiffy reef, 6 hp o/b, bow pulpit/pushpit, lifelines, weather cloths, new cushions, depthsounder, knotmeter/log, VHF, deep cycle battery. \$3,200. Rick, (415) 987-5799.

MacGREGOR 26, 1994. Demo "special factory custom deluxe", only one built. Complete w/trailer, sails, curtains, stove, cockpit cushions, traveler, teak trim. Pop-top cover, depthsounder, speedlog, compass, custom stern rail, black mast & black bottom. \$12,990. (415) 457-6777.

YAMAHA QUARTER TON. Great race/daysail/weekender. Strong construction. Large cockpit and surprisingly roomy cabin. 14 bags including new Sobstad Genesis main and jib. New solid vang and 8 hp Honda. \$6,000 obo. Please call (415) 459-7953.

COLUMBIA 26 MKII. Good condition. Tiburon berth. \$3,000. (415) 924-7586.

CAL T/27.5, 1974. A good, safe Bay/coast boat. Upgraded for cruising, surprisingly spacious, wood interior, sleeps 5 + 6' headroom. All new cushions including cockpit. All new safety gear. Knot log, depth, VHF, stereo, galley. Surveyed 2/95 bottom paint. Yanmar 10hp w/215 hrs. Harken furling, Edge 120% cruising jib/reworked Pineapple battened/slab reefing main, 5 winches - 4" self tailing primaries. Berthed at our home in San Rafael. Well maintained. \$8,995. Mike, (415) 721-2448.

SOVERAL 26, 1975. MORC champ, fast Bayracer, great Delta cruiser. 9 bags sails, Trimble GPS, autopilot, sleeps 4, galley, head, 2 anchors, 7.5 hp o/b, BBQ & many more extras. \$10,000 obo. John, (415) 969-6537.

CORONADO 27, 1972. Great Bay boat. Sleeps 5 adults. 2 headsails. Excellent Sausalito slip. In the water and ready to sail. Priced to sell fast at \$4,900. 1-800-887-8871 ext. 201.

29 TO 31 FEET

OLSON 30, 1981. 2 axle trailer. 9 bags Larsen sails, excellent condition. VHF, AM/FM, knotmeter, MOB pole, 4 hp o/b, Avon Redcrest inflatable, ground tackle. Single spreader mast. Must sell. \$15,000 obo. (707) 262-5822.

ERICSON 29, 1977. Fiberglass. Wheel steering or tiller. Compass, fatho, knot, depth meters. Radio telephone, CB. Cassette stereo, 4 speakers. XL head, sink, closet. Teak, mahogany. Sails, bags: main (new), storm blade (new), genoa, lapper, drifter (red, blue). Very clean. \$14,900. (415) 331-6422.

ODYSSEY 30, 1975. Alberg designed cruiser. Club jib, genoa, main. Albin diesel. Four large berths, deep stainless icebox, enclosed head. Two anchors with chain and new line. No electronics. Very clean. Berthed at Bay Island Yachts in Alameda. \$14,900. (916) 393-3500.

WORLD CRUISER. Beautiful Dutch-built Contest 31 offshore sloop. Heavily constructed fiberglass with 25 hp Volvo diesel. Performance underbody with modified fin keel and skeg-hung rudder. Oversized rigging, twin backstays, pedestal steering, tabernacle mast. Autohelm 3000, battery charge, RDF, GPS, Loran, etc. This is a fast, capable, quality-built offshore cruiser that will take you anywhere in the world you want to go. Must Sell ASAP! Giving it away at \$16,500. (805) 546-1108.

HUNTER 30, 1989. Excellent condition. Immaculate, newer model. New dodger and sail cover, new Autohelm 4000 autopilot, 2 new batteries, Yanmar diesel w/low hours, roller furling, new GPS 45, dinghy, propane grill. Sausalito berth. \$39,000. (360) 263-6574.

PEARSON 30, 1977, LUTETIA. Never raced, near new condition. Pacific Coast Canvas dodger w/rear and side handholds, autopilot, inflatable w/Tanaka o/b, '94 Richmond Boatworks rebuilt Atomic 4. \$16,500 obo. (415) 726-0416.

CATALINA 30, 1982. SUNSTAR. One owner, spacious performance sloop. Very clean. Many extras and new equipment. Atomic 4, autopilot, Loran, full Datamarine instruments, pressure hot water, folding prop, 3 headsails and more. Exceptional value. Asking \$28,500. Call Steve at (415) 854-6530.

OLSON 30, "RUN WILD". 1st division Coastal Cup to Santa Barbara. Competitive one design campaigner. Equipment includes 3.5 hp o/b, 11 sails, GPS w/B&G remote display, Sailcomp compass, knotmeter, depthfinder, VHF radio. Upgrades: double spreader rig, Harken traveler & jib leads, recent Imron topsides and epoxy bottom (hand sanded), Cheetah graphics, anodized aluminum tiller and custom Wabbit-style motor mount. Price \$20,000 firm w/out trailer. For sale to serious campaigner only, please. Al Holt, (510) 455-5202.

30-FT CLIPPER MARINE FIBERGLASS SLOOP, 1975. Beautiful custom interior, new Yanmar diesel w/approx 80 hrs. Dahl fuel filter, new water/fuel tanks, all instruments, Loran, Autohelm, propane. Extras. See to appreciate. F-17 Emeryville Marina. \$9,000. (510) 790-3729, Bill Wright.

CATALINA 30, 1980. Rock solid. Brand new Yanmar, starting battery and electrical wiring. New traveler, recent mast and boom improvements, Loran, 406 EPIRB, VHF, dodger, 2 mains, 3 jibs, 3 spinnakers. \$28,000. Call for details and equipment list. (510) 935-4437.

HUNTER 29.5, 1996 (NEW). Moored in Brookings, Oregon. Fast boat, fully commissioned, ready to sail. All lines to cockpit. Roller furling jib, full batten main, wheel, Yanmar diesel. Dodger, lazy jacks, 3 batteries, battery charger, marine stereo w/4 speakers, VHF, GPS, 16 mile Raytheon radar. Raychart/Seataalk/C-map, AP, wind, knot, depth. Refrig, 2 burner propane stove w/oven. Teak interior, H/C pressure water. Many other extras. \$67,900 obo. (541) 469-6812.

J/29, 1983, BLACK LACE. Fast fractional racer/cruiser. Several times class champion, rigged for racing but great Bay cruiser, well maintained. 8 hp o/b. \$24,000. In Sausalito. Days, (408) 765-1240.

31-FT PACIFIC SEACRAFT, MARIAH, 1976. Traditional cruiser/liveaboard, cutter, diesel, refer, electronics, extras. All lines led aft, beautiful teak trim, bronze hardware, canvas, recent upgrades, a quality boat in good condition. \$45,000. Bob, (415) 592-7430.

YANKEE 30. Brickyard Cove, more than 4K in recent upgrades, easy singlehanding, all lines led aft, furling jib, goodsails, recent upholstery, Atomic 4, recent survey. Go anywhere in this great S&S design. \$18,500. (916) 246-9451.

NEWPORT 30 II, 1976. Well equipped and professionally maintained Bay, Delta and coastal one design class racer/cruiser. 3 headsails and spinnaker. Avon dinghy w/boards and o/b, new cushions, self contained head, VHF, DS, Loran, KM. Berthed Sausalito. \$16,500. Jon (415) 726-6131.

CATALINA 30, 1976. Great sailing and liveaboard. Very good condition. Needs engine, has o/b motor. Pelican Harbour. \$13,000. Call for equipment list. Hurry, this will go fast. (415) 332-3303.

HUNTER 30, 1991. Fresh water boat moved to Bay in July 1995. New bottom paint July '95, 18 hp Yanmar, roller furling, VHF, KM, DS, excellent condition, original owner. Richmond berth. \$42,850 obo. (510) 225-1423.

CHEOY LEE BERMUDA KETCH 30, 1965. Classic Herreshoff bluewater full keel cruiser. Strong fiberglass hull, all else wood. Varnished teak outside. Oiled teak and white paint inside. Bristol condition. Diesel, DS, KM, AP, PW. \$20,000 obo. Paul, (510) 548-3979.

CAL 29, 1969. 2nd owner since '79. Light sailing last several yrs. 3 head sails & spinnaker all in good cond. Located in Alameda. Call for fax sheet. Days, (510) 523-8146 or eves (510) 523-8575.

IRWIN CITATION 30, 1979 SLOOP. Great shape, strong, fast, fun, easy to sail. Yanmar diesel. Shoal keel, wheel, new main, clean bottom, Harken roller furling. Comfortable teak interior, snowier, VHF, KM, WD, DS, Loran, stereo. Specs available. \$21,500 obo. (415) 458-1665.

CHANCE PT 30 II, 1972, (compare to J-30 only prettier). PHRF 156, 10,000/5,300, steel reinforced GRP racer/cruiser w/high performance fin keel. Heavy duty double spreader masthead rig w/Navtec discontinuous. New bottom, deck layout, Yanmar 2 cyl diesel, fresh LP & teak. Cruising interior w/6'2" headroom, sleeps 5, nav station, propane offshore cooktop, stereo. Smartly rigged & easily shorthanded in heavier conditions. If you are considering a sleek 29-34 ft performance sloop, this rare gem deserves a look! \$17,500 obo. Call Rich for photos and fact sheet. (415) 872-0535.

RAWSON 30. Good condition. The following is new since 1992: Volvo 27 hp diesel w/less than 600 hours, all tanks, s/s galley stove w/oven and broiler, alum. propane tank and Xintex sensor, new plumbing and thru-hulls, interior cushions and v-berth, new teak flooring, ash veneer headliner, recent interior paint, 120 amp alternator w/3 step regulator, 350AH batts, all new wiring and shore power battery charging, VHF, 35#CQR, Simpson windlass, dodger. We've done the rebuild and enjoyed cruising, now it's your turn! Located in San Diego. \$15,500. Call for spec sheet. (408) 335-4086.

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CATALINA 30, 1978. Tiller, Atomic 4 (very clean & reliable). New LPG stove w/all safety features. VHF, DS, KM, Loran, new North main, spare main, RF jib. Beautiful boat. Prime Sausalito slip. Sacrifice \$17,000 obo. (415) 331-4088.

BABA30, 1982 cutter. Carefully cared for. Proven, West Coast veteran with all the right stuff to head back out the Gate. Lots of sails and canvas. Windlass, ground tackle, Monitor vane, wheel steering with binnacle, solar panels, Achilles dinghy, gimbaled radar, 12V/110V power with charger/gel cells, Datamarine control panel with depth/knotlog/wind, VHF, Loran, SatNav, stereo, refer, propane and wood cabin heaters, electric and oil cabin lamps, H/C pressure water, 25 hp Volvo. Much more! \$69,500. (916) 944-1399.

NEWPORT 30, 1970. Atomic 4 inboard. All equip. good cond. \$7,500 as is. Danny, (415) 921-2688.

HUNTER30, 1990. Fully instrumented (incl. GPS); pressurized hot/cold water; dodger w/Bimini; new ground tackle and fresh bottom paint; roller furling and 18 HP Yanmar. Call (510) 235-8577, (916) 455-7217, or pager (916) 948-4477.

HUNTER30, 1976. Yanmar diesel engine, dripless shaft seal w/3 blade prop, roller furling jib, Loran, Autohelm, w/wheel steering and compass, many extras. Well maintained. \$15,000 obo. Gene or Patty, (408) 946-7058.

PEARSON 303, 1984. Great coastal and Bay boat. New bottom paint 1/96. Furling jib, Yanmar diesel. Well equipped in good, clean condition. Berthed in San Leandro. Pay off the bank - \$27,500 firm. Steve, (408) 953-1310, leave msg.

FARALLON 30. Full keel bluewater boat. Volvo diesel, tall rig, wheel steering, lines lead aft. Sailed regularly, needs interior cleaning and work. Will sell at half the price of one in prime condition. \$10,500 obo. Mark, (510) 820-0725.

30-FT BENETEAU FIRST 305, 1985. Well maintained, beautiful cruiser/racer, 1994 race winner. All teak interior, 2 private staterooms, sleeps 6. Teak/holly sole, folding table/wine rack, color coordinated cushions, 30 gal water tank. LPG stove/oven, twin sinks, lots of storage space. Almost new North 95% and 155% jibs; 125% furling jib. All lines led aft to cockpit. Yanmar diesel - low hours, Racor fuel filter, plus lots more. \$30,500. (916) 646-3400; (916) 421-5132.

CATALINA 30, 1989. Dodger, furling jib-135 and 90, single line reefing, lazy jacks, ST winches, windlass, VHF, DM, KM, refrigerator, propane stove and oven, microwave, h/c pressure water, macerator, 25 XLP diesel, 3'8" draft. Brisbane. \$39,900. (408) 323-9120.

32 TO 35 FEET

LE COMTE 33, 1968. Bill Tripp's Dutch sloop. Universal diesel (25 hp, 1982). Depth/speed (Signet, 1993), autopilot (1994). Great condition. 8 sails including 2 spinnakers and new storm jib. Beautifully remodeled interior. \$19,500. Dana Point. Call Shaun, (310) 617-0162 or (714) 369-2571.

WESTSAIL 32. Custom finished interior in teak, oak and ash. Volvo MD3B, 700 hours. Monitor wind steering, also Tiller Master. 6 man liferaft, Westsail cradle, 3 burner propane stove with oven, refrig. Excellent sails. Slipped in Richmond, CA. \$39,950. (916) 924-9411.

ERICSON 32, 1972. Atomic 4, roller furling, wheel steering, 3 burner stove, cockpit cushions, many extras. New rigging. Excellent condition, turnkey operation. Selling for health reasons. \$13,000. Evenings, (415) 697-1863.

TRAVELLER 32, 1977. Proven cruiser. Canal registered. She took good care of my wife, dog and me for three years of cruising. Free her from captivity at her South Beach Harbor slip. \$32,500. (415) 543-8160.

CATALINA 34, 1986. Single owner, like new boat ready for a new family. Autohelm ST4000, VHF, Micrologic Loran, depth, knotmeter & log, Anchorman elec windlass w/custom bow roller, 33 lb Bruce, 90 ft 5/16 chain & 250 ft rode, 22 lb Danforth w/40 ft 5/16 chain & 250 ft rode. PSS dripless packing gland, new bottom paint & new batteries in 7/95. New standing rigging and Pro-Furl system in '93. Full canvas including dodger & wind curtains. H/C pressure water, new ABI hot water heater '93, CNG range & stove. Two private cabins w/large salon, private head w/shower. Excellent engine w/low hours, regular maintenance. Basically set up for singlehanding. Great island boat. \$53,000. Call Kay or Warren, (909) 982-6584.

COLUMBIA 34 SLOOP, 1972. Well equipped for liveaboard cruising. Complete sail inventory, HAM, watermaker, refrig, liferaft, gas stove/oven. Solar panels, numerous charts, EPIRB's, Avon roll-up w/15 hp Mercury. Roomy, comfortable and waiting for you in Mexico. \$25,000 obo. Contact (805) 376-9040.

ENDEAVOUR 32, 1979. H/C pressure water, refrig, propane in '95. Bimini, 20 hp Yanmar w/130 hrs, knot, depth, charger, radio, cassette, 50 gal water, blue cushions, wood floor, sleeps 6. Very clean. \$28,000. (510) 451-1616.

HALBERG RASSY 35, 1960. Mahogany on oak, strong blue water cruiser, new Volvo engine, new Schattauer main, much storage, 2 Danforths and rode, AC refrig, Newport cabin heater, 90 gal water, 55 gal diesel, VHF, DS, great liveaboard. \$25,000. (415) 794-9519.

ISLANDER 32, 1978. One owner, excellent condition. 24 hp Westerbeke diesel, low hours, dodger, covers. Teak, oak, holly, cane interior. CNG stove & oven, 3 jibs, main, Hood MPS. In fresh water 1978-1992. \$33,000 firm. (702) 826-1422, collect.

HANS CHRISTIAN 33, 1988. One owner, Bristol condition. Replacement value, \$200,000; asking only \$124,500. Located Newport Beach, CA. Call 9 am - 9 pm. (714) 376-1664. No brokers please.

35-FT CLASSIC SCHOONER. Rebuilt 1989-1990. Volvo diesel, depthfinder, VHF, wheel steering. Interior rebuilt 1992, new propane stove, oven. Rigid dinghy. \$22,500. (916) 963-3412.

PEARSON 34, 1985. Bristol condition, new canvas, new interior, new ports, new cockpit cushions, Velcro screens for all openings, all new thruhulls, new jib sheets, new main halyard, new Apelco VHF, new AM/FM cassette with CD changer, refrigeration, propane stove, H/C pressure water, dockside water, Lewco 40 amp battery charger, SOLAS offshore flare kit, self-tailing winches, 90% and 120% jibs, 3 cyl Yanmar diesel with 700 hours, BBQ, Achilles dinghy with 4 hp Suzuki outboard. This is a turnkey yacht. \$60,000. (415) 261-0266.

J-33, 1990. Thoroughly maintained, impressively clean, low engine hrs, Ockam instruments, depthfinder, plotter, CD/stereo, 12 volt outlet, mainsheeting fine tune, 3 new sails in '96. Also has .5 oz, .75 oz and 1 oz reacher spinnakers. \$54,000. (310) 494-3201.

SWAIN 32, 1991. Steel pilothouse sloop. Dual station, Yanmar 3GM30, propane heater, water heater, BBQ, stove/oven, Loran, VHF, stereo, Seataik system w/repeater, roller furling, bottom and mast painted 8/96. Much more. Over \$110,000 invested. \$55,000 obo. (916) 621-4688.

ARIES 32. Staysail sloop. New: LaFiel mast, CNG stove, Loran, Fatho, standing rigging. Custom fit Montgomery dinghy. Dickinson fireplace. Very clean. A must see. On the dry at Nelson's. See and make an offer. (602) 922-7488.

HUNTER LEGEND 35.5. 1993 model in superb condition. This boat has custom hard dodger with halyards, sheets and reefing lines to cockpit. Dutchman main, roller furling & reefing 130% and Sobstad Genesis 100%. Autohelm 4000 autopilot and integrated Seataik windspeed & direction, knotmeter, depthfinder and Magellan GPS with remote autopilot control. Engine start battery circuit and separate house batteries. 12v Adler-Barbour reefer, microwave, CNG stove/oven. Water and holding tank monitors. Delta 35# anchor with rode. Good performance under sail or Yanmar 27 hp diesel. Price reduced to below BUC @ \$84,500. (707) 645-1776.

ARIES 32, 1976. Classic bluewater cruiser, teak interior, well maintained. Extras sails. \$19,500. (415) 366-9467.

CAL 35, 1981. Perfect for cruising Catalina, Mexico or beyond. Great liveaboard! Beautiful light and spacious interior with new upholstery and lots of storage. GPS, knot, wind, VHF, stereo, Autohelm 4000. Upgraded electrical w/alternator and batteries, Grunert refrigerator/freezer, 3 burner propane stove and oven. 30 hp Universal diesel, windlass, roller furling w/150 and 110. Dodger and awning. Shelter Island, San Diego. \$49,500. (610) 222-4917.

ERICSON 35, 1972. Great liveaboard or able cruiser. Wheel, Westerbeke diesel, refrig/freezer, propane stove/oven and cabin heater, H/C pressure water, dodger, Loran, radio, depth, knot. Main, 85, 110, 120, 150, jib top, spinnaker. Santa Cruz slip. \$27,500. (415) 949-4457.

RANGER 33. Lone Ranger, 1978. Successful club racer and cruiser. All necessary equipment and sails with desirable tall rig. Stereo, knotmeter, 2 anchors. Call for details. Berthed in Sausalito Yacht Harbor. Partners moving up. \$23,000. (415) 661-1103, (415) 388-3168.

ERICSON 35, 1987. Very clean. New Hood 125% on Harken. New Hood asymmetrical. AH 4000, Gori folding prop, Norcold refer, spinnaker track and pole. Navtech hydraulic backstay, Universal diesel, H/C pressure water, Achilles w/new 8 hp. \$73,000. John, (415) 332-6395.

CHALLENGER 35 KETCH, 1974. Perkins 107, ProFurl, new 135%, newish 85%, new FB main, cruising chute, five Lewmar ST winches, epoxy bottom, bronze seacocks, new VHF, new Navico wheelpilot, etc. Interior and exterior renovation includes: deck beams, cabin sole, cabinets and counters, cushions, teak hatches, teak rails, teak cockpit, all by superb woodworker. My goal was to make a bluewater cruiser simple, solid and salty. Asking \$36,000. Call (415) 753-0981 or fax (415) 753-0972.

CORONADO 34. Aft cockpit. Clean, well maintained. Reliable Atomic 4. 90%, 110%, 130%. Wheel, automatic charger with 2 batteries. Recent new rigging, lifelines. Stove, oven, refer, awning, full custom cover, mast steps, DS, KN, VHF. \$17,000. (916) 786-5991.

WESTSAIL 32 CUTTER. Factory built 1976. Quality built cruiser/liveaboard. Many new upgrades. Refinished interior including upholstery. Excellent storage. New refrigeration w/freezer. H/C pressure water. Multiple anchors with chain and windlass. Call for brochure and viewing. Bob, (800) 224-8750.

FAST 345, 1984. 34.5 ft. Great fast cruiser/liveaboard. Ron Holland designed, racing exterior, spacious and beautiful interior with aft cabin. Fully equipped. \$45,000. Call us for details at (206) 528-5794.

RAFIKI 35. Hull #4, rare Mark I design, custom tall rig, cruise veteran, many extras, great liveaboard. \$55,000 firm. (510) 704-9115.

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FUJI 35, 1976. recently refurbished aluminum spars, entire boat in top condition, must be seen to appreciate. Radar, GPS/chart display, autopilot, Electro-guard corrosion protection, Westerbeke 30 diesel, roller furling jib and staysail, many extras too numerous to mention. \$48,000. (408) 481-2204.

SAIL EXOTIC ORIENT. Must sacrifice 35-ft Horizon steel cutter lying Okinawa. Totally equipped world cruiser. Huge inventory sails, electronics, gear including upgrades and major new additions. \$60,000 value US. Asking \$38,000. Call, (206) 888-6046.

HANS CHRISTIAN 33, 1980 cutter. This proven bluewater cruiser is in exc condition. Pullman master berth. Hauled 4/95 for new epoxy bottom, paint, thru-hull service/replacement, cutlass bearing. New Harken roller furling head and staysail, batteries, exhaust system, motormounts, GPS, AM/FM/CD. Recently replaced head, hot water heater (engine & shore operable), water pump, accumulator, wind/speed/depth instruments (B&G Network). Ample power w/Isuzu 40 hp (925 hrs) with rebuilt starter. \$86,000. (415) 897-2916.

HANS CHRISTIAN 34, 1977. Estate sale, must sell. Structurally sound, very clean "project boat". Recent haul and detailed survey. New seacocks and bottom paint. New 42hp Volvo Penta turbo diesel, 69 hrs. Electrical upgrade done 9/96. 8 inspected sails. Non-skid decks, returbished head & lots of equipment extras. Needs brightwork and mast/boom repair or replacement. In Sausalito, she's a classic cruiser looking for the right owner. A bargain at \$61,500 obo. Principals only, please. Jane, (510) 835-0221.

RANGER 33, 1976. Excellent. '88-'92 major refit. Harken furler and traveller, windlass, LPG, sails, epoxy, ST winches, etc. \$20,900. Extra: Hasler vane \$500. Yanmar diesel, \$2,900. Call, (415) 331-7576.

TRAVELLER 32, 1976. Rhodes design fiberglass double-ended cutter. Isuzu diesel, new standing rigging, new cushions, Monitor vane. Good seaworthy cruiser. \$19,500 or partial trade for 26' to 28' sailboat. (408) 454-2803 W or (408) 338-9444

PEARSON 35 Fiberglass sloop. Classic Alberg design. Completely remodeled interior. All new, LPG stove/oven S.S., fridge, thru hulls, propeller Volvo diesel, 7 sails, LPG grill, wheel and tiller, autopilot. New L.P. paint inside and out. Great bluewater sailor. \$29,500. Chris, (310) 548-1449.

NANTUCKET 33, 1968. Strong, lightweight, fast. Displacement 9,000 lbs / 4,100 lbs. Aluminum hull, built in Holland at Huisman's yard. Alan Gurney design. The perfect couples' bluewater cruiser/racer. All mahogany below decks. Configured for passagemaking. Volvo MD6A, extra watertanks, Avon, spin. gear. Excellent cond. \$33,000 obo. Jim Van Beveren, H: (510) 827-8915.

CAL 34, 1969. San Leandro Marina. Legal head, pressure water, good sail inventory, need interior refinishing. \$11,500 obo. Roberts 38, 1971. Long Branch, WA. Legal head, pressure water, Westerbeke diesel. Needs new mast. \$5,500 obo. Moving, must sell. (415) 655-8303, Iv msg.

J/35c, 1990. Clean, turn-key, and 100% ready for summer cruising. Roomy aft cabin and forward V-berth are ideal for two couples or a family. White bulkhead interior with teak trim, 16 opening ports/hatches, rod rigging, Quikvang autohelm, 100A alt, 3 gels, Navtec HYD backstay, GPS, Loran, Muir vertical windlass, new dodger, sun shade, stereo, CD, Maxprop, furling, North sails. Fast, fun to sail, low maintenance with lasting quality and lassic good looks. Reduced to \$99,000. Days (805) 988-1641, eves (805) 644-1260.

BALTIC 35, 1986. Performance racer/cruiser. Great aft cabin. Light use, many upgrades. 85, 95, 150, 135rf headails. 1.5 oz chute. Teak cockpit and bridgeway. For sale at \$90,000. (415) 327-1402.

36 TO 39 FEET

HUNTER 37, 1984. Cutter ng, excellent condition, Yanmar 44 hp diesel, Autohelm, furling jib, micro-wave, charger, full cover, dodger, stern dodger, lazy jacks, fresh water boat since new at Tahoe. Much more! Reduced to \$44,500. Contact (702) 849-0735.

CAPE DORY 36, 1987/88. Lovely bluewater cutter. Running rigging, North gennaker, Raytheon RL-9 radar, windlass: all 1995. UK sails, Perkins 4-108 (only 320 hours), Datamarine depth, KL, windspeed/direction. Bronze winches. Lovely interior. A rare find. \$115,000. (510) 521-9008.

37-FT RAFIKI CUTTER, 1978. "Delphinus". Double ender, teak interior & deck, Volvo diesel, furling jib, drifter, dodger, sailing bimini, full sun cover, new radar arch, radar, AP, VHF, knotlog, depth, Ham & all-band receiver. Electric windlass, ground tackle, self-tailing winches, diesel heater, wind instr, 12 v water cooled refrig/freezer. 2 dinghies, o/b, liferaft. New counter tops and cushions, hot water. New electrical panel, repainted rig. Original owners asking \$65,000 for well maintained bluewater cruiser. Call (360) 697-6519 in WA for details.

UNION 36, 1980. Cutter, turling, sleeps 7, compass, '96 bottom paint, no blisters, windspeed/direction, depthsounder, knotmeter, autopilot, radar, Loran, VHF, gel batteries, Volvo diesel, BBQ, dodger, bimini, cover. Spacious salon, galley, heater, TV, stereo, anchors. Asking \$76,500 obo. (916) 972-0800.

MARINER 36 KETCH, 1979. With major renovation in '93. Beautiful boat w/new aluminum masts, SS rigging, teak cockpit, interior. Loaded w/electronics and other equipment for carefree, comfortable cruising and Bay sailing. Excellent condition. Reduced to \$62,800. (510) 337-9592.

CABO RICO 38, CREALOCK DESIGNED. Already in Mexico. Completely refitted in '95. Elegant, sea-kindly, built for bluewater cruising. Has everything including solar panels, wind generator, Monitor windvane, Autohelm, Givens 6 man liferaft, Heart 2000 inverter, Village Marine watermaker, Yaesu HAM/SSB, 2 VHF's, 2 GPS, much more. Many custom features. New Awlgrip, rigging, wiring, upholstery. Better than new. Add food and go cruising tomorrow. \$115,000. Call days or tax, 011-52-69-16-36-14 (Marina Mazatlan) for full details.

MORGAN 38, 1984. Perkins 4-108, 51 hp (950 hrs), Harken roller furling w/North jib, Pineapple main, dodger, custom cabinets, teak & holly sole, Adler-Barbour refer, Force 10 propane range w/oven. Separate shower in head, 8 opening ports w/screens, fitted bed linens, new upholstery, canvas cover, weather cloths, H/C pressure water, Garmin 75 GPS, Micrologic loran, VHF, 3 G27 batteries. 95 gal water. Excellent for long range cruising or liveaboard. (360) 466-0157.

38-FT STEEL SCHOONER, pilothouse. Westerbeke 20 hp diesel, interior roughed in, exterior complete, propane stove. Must sell due to accident. Perfect for knowledgeable sailor. Ventura Harbor. \$12,000. (805) 644-8900.

CAL 39, 1972. Well maintained. Berthed in Berkeley. \$36,000. (603) 577-8105.

ISLANDER 36, 1981. New dodger and canvas. Lewmar 40 self-tailing winches, Harken roller furling, Pathfinder diesel, teak and cane interior, VHF, depthsounder, knotmeter, cruising spinnaker. New bottom paint '95. Excellent condition. \$49,900. (510) 356-1312 days or (510) 778-9732 evenings, weekends.

PASSPORT 37, 1985. Rigged for short-handed sailing. Performance cruising design by Robert Perry. Equipped for traveling, including ground tackle, radar, Loran. Teak deck, marvelous teak interior with Pullman-berth owners' quarters, amenities for heading south in comfort, sailing the Bay in style, or living aboard graciously. She's a boat you have to see. Offered at \$79,500. (510) 795-6800 evenings.

FISHER 37, motorsailer ketch, att cabin, radar, Loran, wind s/d, depth, speed log, 2 VHF, CB, loudhailer, Avon, 80 hp Ford Sabre diesel, 120 gal. fuel, 120 H2O. Monterey slip available. Must sell. (408) 624-7210.

FARALLONE CLIPPER 38. Classic 1955 Stephens. Mahogany/oak/bronze. New standing rigging, alternator, holding tank. Rewired engine and 12v panel. Survey 11/95. Asking \$17,000. (415) 604-4563, (415) 728-9506.

FREEDOM RIG, 37 ft steel schooner. N.Z. vet with aft cabin, diesel (900h), 80 gal tanks, windvane, autopilot, Avon 6 liferaft, EPIRB, ham, 2GPS, 11' Achilles, 15 hp o/b, more to list. Healthy cruiser. \$47,500. (916) 877-5871.

37-FT EGG HARBOR. Twin 160 hp diesel, zodiac, radar, Loran, 2 VHF's, fishfinder, Blaupunkt stereo, att stateroom w/head & large shower, forward head 2 berths, flybridge, dual controls. Excellent liveaboard and fishing. \$37,000. (415) 366-8844 or (415) 326-2976 evenings.

CATALINA 38, 1980. Sparkman & Stephens design. New Yanmar 3GM30 diesel, 9 sails, Sailcomp, Loran, other instruments. Upgraded interior with new cushions. Exclnt liveaboard, cruiser or racer. Must see. \$39,000 firm. Call, (510) 794-7154. // www.microtech.com/mikea

ISLANDER 36, 1980. Fantasy. Bristol, white hull w/grey topsides, many upgrades. Rigged for singlehanded, Harken roller turling jib, full battened new main w/Lazy Mate, Autohelm 4000, knot/depth meters, VHF, 42 hp Pathfinder w/cooling upgrade, rewired, replumbed, bulkheads strengthened, upgraded Barient winches-primary, secondary and cabin top. Never raced, whisker pole. \$49,500. (415) 435-3752 or (415) 979-1301.

CATALINA 38, 1984. Blue hulled Sparkman & Stevens beauty. Stereo, Loran, Lewmar self-tailing winches, VHF, knotmeter, depthsounder, new bottom paint and brightwork 9/96. Pressure water, refrig, fast upwind boat. Dock F4 San Leandro Marina. \$44,000. (510) 489-9498.

37-FT VAN DESTADT. Opportunity knocks. Center cockpit cutter. Steel hull, deck, cabin. S/S ports, hatches, chain plates, stanchion bases, engine beds, stern tube, tanks welded in hull, keel ballast, rudder. Finished project. Best bid by 11/15. Larry, (415) 648-3188.

HANS CHRISTIAN 38 MKII, 1979. Just back Mexico/Hawaii, ready to go again. New rigging '95. Windvane, autopilot, solar, Glacier Bay refer, new main, GPS, radar, HAM radio, CCC hard dodger, hard dinghy, gennaker. No brokers. \$94,000. (415) 802-4538.

ISLANDER FREEPORT 36, 1978. Popular B-Plan with Pullman berth, perfect liveaboard. Fold down transom ladder, large comfortable cockpit, bright beautiful teak interior with excellent storage and over 6' standing headroom. Equip includes: Perkins 4-108 diesel, Furuno radar, Harken roller furling, easily rigged with 2nd forestay for cutter rig, extra sails, self-tailing winches, autopilot, Loran, VHF, full custom refer with large separate freezer with both 110V and engine compressor, gimbaled propane stove/oven, H/C pressure water to galley/head/shower, stereo, full dodger with removable sun cover, inflatable with o/b. Many recent upgrades including depthsounder, alternator, batteries, electric windlass motor, too much to list. Ready for you to move aboard today! \$64,000. Day (510) 437-3548, eve (510) 523-5741.

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39-FT INTERNATIONAL 30-SQUARE METER Sloop, 1985. Equipped for racing and cruising. Fiberglass hull, teak decks, mahogany cabin and cockpit. 4 sails, Ballenger spars, Navtec rigging. 3/4 cover, outboard motor, recent survey. Beautiful boat in excellent condition. Asking \$26,600. (408) 867-2631.

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TAYANA 37 KETCH. Renowned bluewater beauty designed by Robert Perry. Fully loaded, equipped, ready for extended cruising. Spacious liveaboard. Lying in San Carlos, Mexico. Save time/money, start your cruise now in the Sea of Cortez! \$67,000. (319) 266-8079.

39-FT FOLKES STEEL CUTTER, 1986. Excellent condition, loaded for cruising. Includes roller furling, SSB (2), watermaker (2), GPS, Loran, radar, solar panels, quadcycle regulator, autopilots (2), windvane, liferaft, extra sails and more. \$70,000 obo. (503) 620-3597.

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47-FT CUTTER PUVIOUX, 1980. Fiberglass with luxurious accommodations in 3 staterooms, along with easy handling and good speed. Redone teak decks, brightwork, family size center cockpit. Wonderful liveaboard or passage maker with all the extras. Asking \$120,000. (408) 373-3309.

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32-FT TOPS'L SCHOONER, WILHELM H. STARCK. 44 ft LOA, Micky Roth Jr. design, built by Anchor Marine Co. in 1986. This 19th century wooden workboat has been maintained to yacht standards and is cruise/work ready. The Starck is a Master Mariners champion and fully loaded; 10 sails, autopilot, VHF, Loran, EPIRB and strong Volvo diesel. Salmon permit and all necessary for commercial trolling (easily removable) also included. A truly unique & beautiful vessel that must be seen to appreciate. \$54,900. Steven Phillips, (408) 234-1412.

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45-FT DOWNEAST KETCH, 1978. Over 25,000 miles of trouble free, comfortable cruising. Diesel, Genset, electronics, refer, sails, covers and more have been updated over 8 yrs of ownership on this fully equipped, beautiful, stable and sturdily built yacht. \$124,900. (604) 629-3886.

ISLANDER FREEPORT 41, 1979-1980. Center cockpit ketch, excellent, 2 cabins, 2 heads w/ showers, roomy cruiser/liveaboard, 6 cyl Chrysler Nissan, Genset, 24 mile radar, Autohelm, GPS, etc. TV/VCR, 6 passenger Avon, davits, 10 hp Honda, enclosure, furling jib, new carpet & upholstery, fresh bottom. \$89,500. (415) 332-2566.

WESTSAIL 43. Legendary world cruiser ready to go. Tall rig cutter. Complete refit and epoxy bottom in '93. Certifications on liferaft etc. brought up to date in '96. Surveyed 9/96. 8 sails, Profurl, dodger, bimini, new cushions, 2 GPS systems, radar, SSB, HAM, VHF, EPIRB, Monitor windvane, new Autohelm 6000, liferaft, Avon w/outboard, stove, diesel heater, new hot water heater, refer, freezer, 3 gel batteries, solar panels, Perkins 4-236. 250 gal diesel, 300 gal water. \$150,000. Located in Seattle. (510) 820-3772.

HANS CHRISTIAN 43 CUTTER, 1980. Well maintained. Epoxy bottom. By owner. \$139,000, firm. (707) 448-0347.

MAPLE LEAF 48, 1972. Stan Huntingford design by Cooper Yachts. Center cockpit, aft cabin cruising sloop. Hard dodger. Strong 120 hp Ford Lehman. 350 gal fuel, 300 gal water. Solid rig, Harken furling. Norseman fittings, windlass. Recent survey. \$119,000. (805) 642-4178.

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CHALLENGER 40, 1974. Fiberglass sloop, beam 12'8", displacement 25,000 lbs. Breezin Up is a great cruising boat, extremely strong and comfortable. Our family of four cruised from San Francisco to Florida in 1992-1993 then trucked her back. Separate stateroom, 50 hp diesel with 600 hrs, radar, autopilot: Alpha Marine 3000, dodger (1 yr old), DS, new rigging, 8 winches, VHF, sails used only 2 years, 12' Zodiac with 5 hp o/b, 6 man Avon liferaft, elec windlass, full awning, mast steps, new exhaust on engine, 100 amp alternator, All new thru-hull fittings, sailing dinghy, AC/DC refer, hot water, all new upholstery, new stem bearing, new propeller, new salt water pump. \$55,000. Kate or Grady, (707) 769-7705 H or (415) 892-4991 W.

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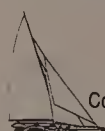
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ISLANDER 44 SLOOP, F/G. Mahogany/teak interior, pressure h/c water, fridge/freezer, 120 AC and propane. 2 cyl Volvo diesel, 1/3 gal hr, elec 12v & 120 shore power, 60 gal fuel tank, 60 gal fresh water and 40 gal F/G tank forward. 3 burner propane stove w/oven, propane heat (The Cat). Sleeps 6, 2 dbles, 2 singles. Lectrasan head, 26 ml radar & knot log, RDF, depth/wind/speed and apparent wind, roller main, Ritchie compass. \$47,000 obo. (415) 728-3230.

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42-FT WHARRAM CATAMARAN. Built 1990, refitted 1994. 3 solar panels, 60 watt each, h/c water, 2 burner stove, heater, all propane. GPS, VHF, Signet, AP, o/b. \$49,000. In Alaska. Maurice, W1390 63rd St, Lyndon Station, WI, 53944.

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OWENS 42, 1966 (classic). Twin diesels less than 700 hours, radar, autopilot, depthsounder, full galley, 2 heads & showers, enclosed bridge, sound hull. Needs TLC. \$35,000 obo. (415) 589-2942, (916) 735-6767, Rick or Sandy.

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NO SLIP FEESI Pocket cruiser on trailer with (or) without '84 Ford F150 4x4. Tanzer 22-sleeps 4, galley, large cockpit. Bristol condition. Trade for larger boat in need of TLC. (408) 464-2251.

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NO SLIP FEES. Pocket cruiser on trailer w/1984 Ford F150 4x4. Tanzer 22, large cockpit, sleeps 4, galley. Bristol condition, will trade for larger boat in need of TLC. (408) 464-2251.

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MULTIHULL FIXER-UPPER. Partially constructed, damaged, in need of repairs. Prefer Horstman trihulls, 40 +. Will consider other designs as well as cats. (916) 542-3929.

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WANT TO RENT, CHARTER OR BORROW, may even trade labor for the use of a 32 to 34 ft well founded sailboat, for one week use Delta to San Francisco Bay area. Stan, (209) 334-1553 or (209) 333-6850.

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CRUISING GEAR FOR 36-FT KETCH. Liferaft, autopilot, wind genny, 406, SSB/tuner, 3/8" BBB inch chain, Bruce/Fisherman anchors, flexible diesel tank, binoculars, drogue, Mexico charts, horizontal propane tank, vangs, travelers, 15 ft pole, holding plate refer components, manual bilge pump. (916) 283-5027.

CRUISING BOAT - 40 to 50-ft available in the South Caribbean, Trinidad in the months of February to April to HOST Marine Biology research in exchange for maintenance + expenses + small rent. Rosalia, (510) 237-4013.

ATTENTION OWNER OF 35 TO 40-FT solid glass bluewater cutter. Can't sell at market? Cash buyer seeks Freya, Cal 40 or similarly capable vessel at realistic price. Principles only. Call tonight! (415) 332-9218.

TRAILER FOR SANTANA 22, or trailer for larger sailboat that can be adjusted to hold a S-22. Single or tandem axle OK. (408) 728-1585.

8-FT FATTY KNEES SAILING DINGHY in good cond. Teak planked cruising cutter or ketch 34-38 ft. Any cond, beamy, center cockpit, cruise equipped preferred. Teak decks & cabin(s) as well. Gordon, (707) 996-962 fax, (707) 996-1309.

USED GEAR

406 EPIRB LITTON with strobe and hydrostatic release, \$600. Hydraulic vang, backstay and control panel, \$650. New Lifesling, \$85. 300 ft 3/4" Spectra, \$999. Boston Whaler, \$1,000. New stainless boarding ladder, \$120. 800 watt inverter 24VDC to 110AC, \$250. (415) 897-8209.

EPIRB: new 406 EPIRB, still in box, \$700. Garmin GPS #38, almost new, \$125. 25mm red parachute flares (2), good thru 6/99, \$50. Evenings (916) 965-4712.

ATOMIC 4. Excellent condition, low low hours, \$1,850. Olson 29 #2 kevlar jib by Marion, luff 33'7", leach 31'2", foot 14'11", LP 13'11", new condition except slight damage (repaired) from salvage, \$350. Anchor CQR 45 lbs, exc condition, \$250 or trade for smaller Danforth or Bruce. Wanted: transmission & exhaust manifold for Volvo MD6. (408) 684-0602 or (408) 688-9159.

CHAIN, new 3/8" USA made Acco Proof coil all 550 ft still in the drum. Port supply price, \$1,386 plus tax. My price, \$899. Wanted: your unused inventory of twist fasteners, snap fasteners, grommets, high quality fastening tools, etc. Everything for a large canvas project. Also Sunbrella cadet grey material. (408) 744-0498.

CRUISING PLANS CANCELED. North foul weathersets, blue; XL, L, M, S, XS. Red Patagonia XL (new). North life vests (like new), XL, L, M, S, XS. Childrens life jackets, 2 new West Marine automatic inflatable life vests. Viscum handbearing compass in box. Turbo meter wind indicator, handheld. Mast-Mate nylon mast steps. Medof bosun's chair. Complete signal flag set. 3 strand nylon rope. Yacht braid, various sizes. Nylon harnesses. 2 sextants. Call after Oct 3rd. (510) 283-2753.

BATTERIES: 12 new U.S. Energy, 6 volt, 220 amp deep cycle marine. Perfect for cruising boat house storage bank. Never used. Will sell individually/trade for cruising gear. List \$105; \$65 each! (916) 283-5027 or (510) 848-5061.

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3.5 HP NISSAN OUTBOARD, 1985. Excellent condition, low hours. Recently serviced. \$450. (510) 522-6341 or (707) 254-1750, ext. 223.

MASTS: Several wooden from 26 to 40-ft round and box and several booms, round and box from 12 to 22 ft. Need 65-ft carbon fiber. Contact (408) 867-4096.

HYDRAULIC STEERING RAM. Hynautic K-8 has 9.5" stroke, 3,900 lbs force for steering large boats. Brass cylinder, stainless rod with clevis. Nearly new condition. Cost \$1,000, sell for \$250 or trade for late model 3-5 hp o/b. (916) 487-2785.

GEAR: 450' - 5/16" proof chain. New: \$1.10 ft/All, 14# Danforth-type anchor. New: \$50, Motorola high output alternator 90 amp. New: \$150, Class B EPIRB: \$75, 1/2" halyard wire to rope 110': \$100, Auto Mac Regulator 50 amp: \$50, Winches (not self-tailing) Aero 10: \$75, Barlow 20: \$125, Barlow 24: \$150, "Roller Stay" furler 40': \$125, 51" Traveler support bridge/risers: \$125, 5' Traveler track: \$20, Sabot: \$350, Mahogany swim ladder: \$100, Electric water pump W-160: \$65. Jon, (619) 283-2744.

CRUISING GEAR: Two pages of top quality, name brand gear must be sold. Raytheon radar with self-leveling mount, battery charger, electronics gear, running rigging, safety gear. SOLAS flares, etc. Call for complete two page list. Days: (415) 954-6757, eves (415) 332-9393.

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SELLING 200' - 3/8" ABI HIGH TEST chain, bought 1990. Well maintained, galvanized twice, last galvanization March 1995, not used after-ward. Proofs of purchase and galvanization available. asking \$325. Rosalia, (510) 237-4013, leave msg.

WATERMAKER, POWERSURVIVOR 35, \$1,000. Avon 6 person offshore canister liferaft, \$3,000. 15 ft Paratech sea anchor, \$500. Watermaker, Survivor 06, \$400. 35lb CQR, \$300. Autohelm 3000, \$300. Norcold marine refrig, \$250. Lavac head, \$400. Other cruising stuff. Call Jim at, (415) 573-1332.

MISCELLANEOUS USED GEAR: 3 genoas, head, VHF, 2 Bomar hatches, stereo, S/S sink, 2 anchors, camera gear, Dirilite flatware and other items too numerous to mention. Call 372-0321 except Tuesday, 783-5342.

PROPANE FORCE 10 STOVE, 2 burner/broiler/oven, \$350. 14 ft Forespar spinnaker pole 3" dia, \$125. Freshwater pumps, \$35. Mainsail, Ericson 35, good condition, \$350. Charts; CA, OR, WA, Canada, AK, \$5-10. Mex chart kit, \$25. Brad, (510) 796-9868.

BEEN THERE DONE THAT, SELLING OFF the gear. Complete SSB installation, ICOM IC-M710-02. Outbacker antenna, no tuner needed. Only used 2 months. \$1,700. Terry, (415) 899-2949.

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YANMAR 3GM. All pieces but block and head. New gasket set, injectors and two pistons, \$600 obo. 1995 Canoe, Mad River Kevlar Explorer, \$1,100. (414) 244-9619.

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MARINE RADIO FOR SALE. SSB/ham marine SGC radio, 150 watts, 5 yr. factory warranty, new (factory fresh). Radio has remote head, 644 pre-programmed frequencies, 100 user programmable, Telex, We fax. Outstanding/best buy from *Practical Sailor*. \$1,395. Matching tuner also available. (206) 451-7413.

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COMPLETE SET OF MOLDS for MB 30, a 30' x 8-1/2' x 1-1/2" fast lobsterboat fully trailerable. Molds waxed and ready to put in production. \$3,500 obo. (510) 522-2705.

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SQUAW VALLEY CHAPEL, United Church of Christ, the "Historic 1960 Olympic Chapel", wants the tax-deductible donation of your sailing and power vessels. Surveys available. Call for details. (916) 581-4527 or e-mail foster@telis.org.

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PIER 39 BERTH AVAILABLE. Nov 1st thru March. \$265 a month plus utilities. Adjacent to main pier. Location, location, location. (415) 868-2940.

DOCK FOR SALE OR RENT. Sail the Bay for 5 years and it pays to own your own dock. A 50 ft upwind dock on Emerycove's prestigious G-dock, dredged. Asking \$25,000. Alternative: will rent at \$250 monthly; tenant pays electric. Convenient to East Bay, secure and you're on the Bay with sails up very quickly. (510) 283-2753 after Oct 3rd.

PROPERTY SALE / RENT

CONDO SLIP 36' X 14' for \$20,500. Located at the Portobello Marina on the Oakland Estuary (next to Channel 2 TV). In the long run, ownership is cheaper than renting. Call for details, (408) 255-9714 or (510) 655-4123.

8 AMALFI PLACE, SAN RAFAEL. Waterfront, 65-foot dock, pool, Jacuzzi, 3 or 4 BR, 2 BA, vaulted living room, dining room, den, island kitchen, workshop, oversize garage, superior construction. If you can afford \$3,000/mo payments after a 15% down on firm price of \$450,000. Please call for appt. Cash sale gets my 1948 Rolls Royce Bentley. Spending majority of my time in the tropical paradise of Costa Rica now. Principals only, please. Tel/fax (415) 454-1770 or fax 485-4496.

173-FT SOUTHWORTH WATERFRONT. Seclusion with Mt. Rainier and Seattle views. Owned tidelands, medium bank, gravel beach. Power, septic, phone, well. \$140,000, terms or trade for bluewater sailboat. (206) 862-0237.

DREAM HOME AT SANTA CRUZ HARBOR. Spectacular lower harbor views from bridge to ocean with amenities to match. New 2,300 sq ft 3+ bdms, 2-1/2 bath, great room, granite slate, hardwood, intercom, security and many, many more. Bybuilder. \$629,000. Randy. (408) 425-6362 (w), (408) 476-0761 (h).

ISLAND LIVING IN THE DELTA. Triple finger deep water dock. Unique luxury home surrounded by trees. Unobstructed water views. Artist's home. 3 bedroom, 2.5 bath, main house plus separate apartment over 2 car garage. \$395,000. Bethel Island. Owner, (510) 684-9619.

MENDOCINO RIVER/MEADOW RANCH. Mountain lodge style home needs completion but very comfortable. 25+ acres plus private access to government land, plus sandy beach on river. Mendocino County, 2 hrs from SF Bay. Owner can finance and will consider some trades. Sell interest including the home and 22 acres ML + (TIC) for \$157,000 or make offer for 42+ acres. Roger Perry (415) 331-8000 or (800) 728-7254.

ANCHORAGE WITH BEACH, TOMALES BAY. Blake's Landing (on chart). Private sandy beach extending substantially into Tomales Bay. Beautiful Marshall area on Marin Coast. Not presently buildable for home/septic. \$57,500 obo. Owner will finance. Roger Perry (415) 331-8000.

CREW

AGROUND IN SO. CAL. Need cruising lady for 6 month South Pacific cruise leaving Spring '97. Pretty and trim are important; easygoing with happy heart, spirit and love of nature are essential. Age open, 50 is fine. Experienced, mature, athletic skipper with same qualities and solid boat. Letter and photos to: Jake, 543 E Sycamore, Orange, CA 92866. It's an incredible adventure that requires lots of personal and technical preparation, so let's meet soon.

LIKE TO MEET FEMALE, 40's, attractive, for sailing and companionship. Enjoy local & foreign sailboat chartering, scuba diving, hiking etc. Divorced male, professional, attr, 6'1", fit, 53. Call or write Joe. (408) 741-4950. P.O. Box 894, Saratoga, CA 95071.

SWF 5'5" BLONDE/BLUE EYES. Wants SWM sailor/skier 36 to 55 for long term relationship. My type of guy is affectionate, sociable, likes messing around with boats. Let's sail my 30 footer. Bareboat Greece in '97. N/S. Near Marin/SF. Contact (415) 332-1657.

CREW ON 30-FT SLOOP w/single female skipper. SF Bay/ocean/Delta. Cruise and casual races. Experience a plus, help w/upkeep A++. N/S, sober, fun loving, sociable a must. Singles and couples. Sausalito berthed. Call (415) 332-5442.

AVID SAILOR, recently widowed, seeks day sailing and coastal opportunities. Plenty of ocean and racing experience. Good trimmer. Spinnaker wise. Fine cook. Minimal nausea. Miss those Bay social sails and ocean cetaceans. Longer races, cruises possible. Barbara, (510) 521-1667.

RELIABLE MAN TO CREW on Baja run. Experience in Bay only. I am disciplined, responsible, have a good sense of humor and am neat. The type of person I would want at the wheel on those lonely watches. Jim, (707) 578-3927.

FAMILY WITH TWO CHILDREN cruising 74 ft sailboat from Guatemala to Honduras, Belize, Mexico, Florida and East Coast to Chesapeake. Need two crew members for eight month leisurely passage. No salary but we pay all boat expenses and food. Departure Nov '96. (805) 482-5333.

SEEKING CREW POSITION for Seattle-SF/San Diego passage. Available from 10/8. Morris, (510) 893-4123. ozalien@aol.co

SWM SKIPPER. 49 yrs old, 6' 01", 195 lbs. Just relocated to the Bay Area. Non-smoker, light drinker. Seeks tall, slim, attractive, SWF, 35-46, non-smoker, for sailing the Bay, dinner, good times, romance, possible commitment. Chuck, (510) 532-1629.

LOOKING FOR CREW POSITION, seeking offshore experience in trade for mechanical and electrical skills. I can share expenses. Have ham license and sense of humor. Open ended schedule. Please call Alan at (415) 366-6361 or write: P.O. Box 995, Redwood City, CA 94064.

SEEKING CREW POSITION FOR long cruise. Can commit for several months +. Good sailing, cooking and mechanical skills; racing experience. Healthy, enthusiastic, 25y. Can leave as early as 10/1/96. Josh, (415) 854-2278, e-mail: blemmin@well.com.

WE HAVE EXPERIENCE SAILING, navigating, and provisioning 40-ft wooden boats. Excellent cooks, easy going. Looking for 2 crew positions to New Zealand or as close as possible. References available. Leave msg at (419) 535-0511 or (507) 645-7709.

CRUISE SOUTH PACIFIC. We (a family) would like to share our yacht with guests while visiting some of the South Pacific islands in '97. Join us for a leg, team to sail, find out about cruising. We have a comfortable and seaworthy 72 ft yacht, I have 11 yrs experience chartering and have sailed around the world. For info e-mail frobber@kjaloa2.com, fax (916) 678-9665 or call (916) 678-2445.

MEXICO SAILING/DIVING ADVENTURE. Sail the Sea of Cortez, north from La Paz, during the best months Oct & Nov '96. Visit the many islands and swim with the seals. \$750/week includes meals but share duties. (415) 361-0618.

EXPERIENCED CAPTAIN WITH 40-FT SAILBOAT looking for female crew 30-45 for local 1-2 day cruises. I have time this Oct-Nov for trips ranging from Bodega Bay to Carmel Bay. (408) 429-8262.

RETIRED PROFESSIONAL GENTLEMAN seeks SWF "of a certain age" as first mate on my 40 ft cutter. Must be educated, financially secure, attractive, adventuresome. Prefer small town gal from large family. Currently waiting out hurricane season in Tampa Bay area. May contact me at: Boxholder, Suite 471, POB 917729, Longwood, FL 32791.

BAJA HA HA CREW FOR 45-FT + VESSEL. PNW mid 40's couple available from San Diego south. Both experienced sailors, some offshore. NS, ND, LD. She: good cook. He: Marine employed. Respond: S/V "Solar Wind", PO Box 851, Gig Harbor, WA 98335.

NEED ASA CERTIFIED SKIPPERS to help me sail my Slocum 43 on SF Bay. Asking nominal fee for full day. Short trips possible. Baja Ha Ha crew also needed with experience. (415) 654-9008.

LOOKING TO CREW to Australia or New Zealand in November. 23 year old male student, fit, enthusiastic and easy going. Mark, (707) 939-7838.

CREWMAN AVAILABLE heading to South Pacific, Caribbean or Central America. Promechanic and electrician. If you can break it, I can fix it. High IQ, solid integrity, completed USCG coastal nav. Jason, PO Box 1201, Mendocino, CA 95460. (707) 964-2335.

EXPERIENCED OFFSHORE. 35 yr old NSM physically fit, good eyesight, dependable, reliable, good with tools, sail repair and knowledgeable on most boat maintenance and functions. Resume & references. Available worldwide as skipper or crew. David Fritschen, (406) 791-8598.

CREW/PARTNER looking to sail Caribbean/Mexico & surrounding area. Work or share expenses. Male, 38, previous sailing experience, educated, well traveled, adventurous, fit and easy going. Packed and ready. Page Johnny, (800) 788-9932, msg (415) 367-7900.

SEEKING TWO GREAT LADY SAILORS for 2 weeks on a great boat in a great area at the best time of year. Meet Scallywag (Islander 37) in La Paz or Loreto. Sail & dive the Sea of Cortez and finish up at the Ha Ha party in Cabo. Pay your own transportation & party expenses, the rest is on me. I'm 51 yrs old, but still in pretty good shape. Fax "Padre Timo", (310) 827-8201 for a fun time.

SEEKING CREW FOR MEXICAN CRUISE. 4 to 6 months, share expenses. Departing SFO, Bay Area, November 1, 1996 on a 45-ft sloop. Bryan days (510) 553-2066, eves (510) 832-8621.

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HULL REPAIR AND PAINT BUSINESS. Have portable dry dock/boat lift that will do sail or power hulls. Need honest working boat person to operate lucrative, low overhead, high profit business in your area. Ray, (714) 554-2715.

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CATALINA 27, 1971. New Dec. '95 - standing rigging, solar vent, antenna, windvane, 2 sails w/ covers, downhaul. All lines led aft. Shore power, onboard charger, VHF. Dinette, new carpet, miniblinds, 9.9 Yachtwin, new impeller, cockpit controls, nice/clean. \$5,800. Ken (916) 726-9062.

S2 9.2A, 30-FT, 1979. Excellent shape. Aft cockpit. Good builder reputation. Wheel, depth, speed, 15 hp Yanmar dsl, runs great. Alcohol stove, H/C pressure water. Berthed at So. Beach Harbor, S.F. Firm price of \$15,000. Can show weekends. (408) 859-4424.

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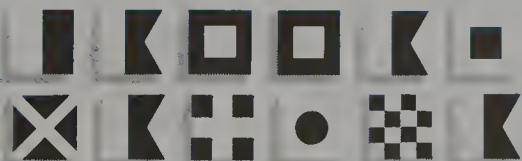
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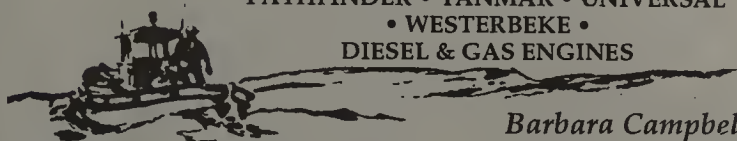
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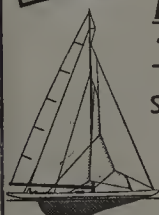
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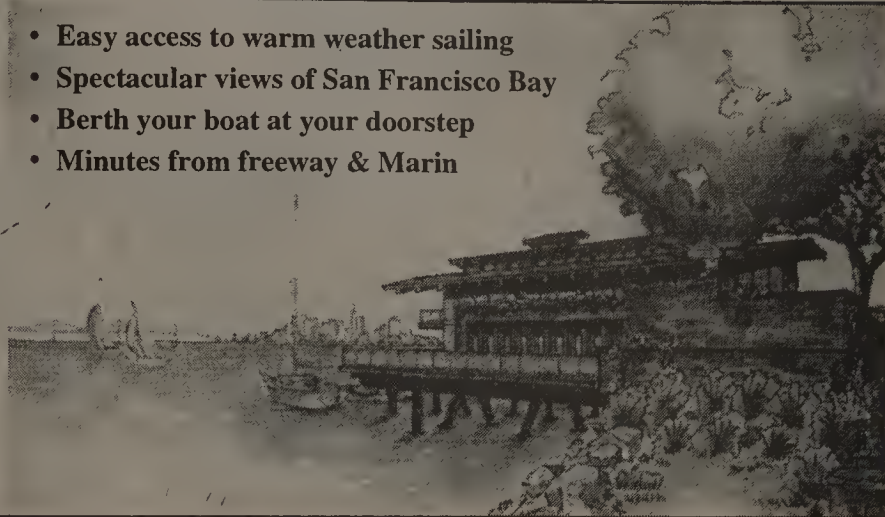
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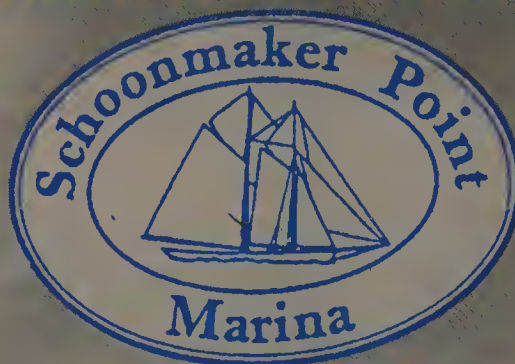


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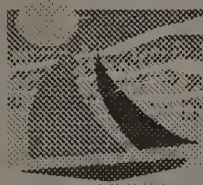


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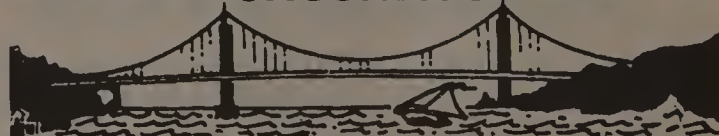
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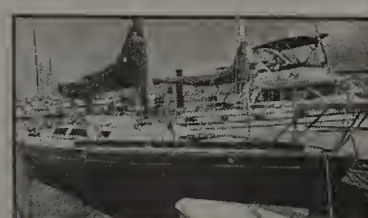
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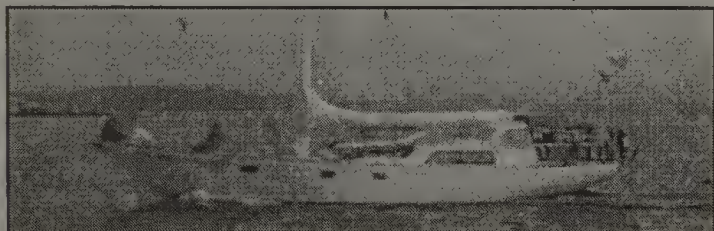
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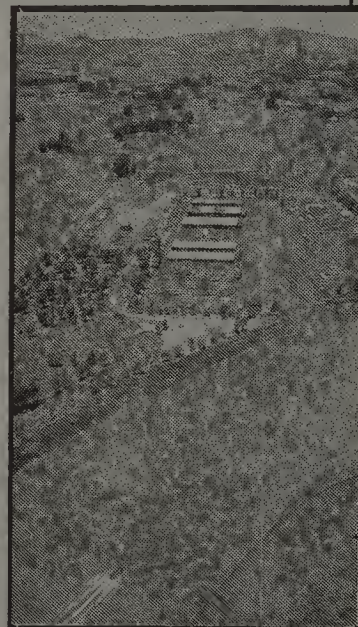
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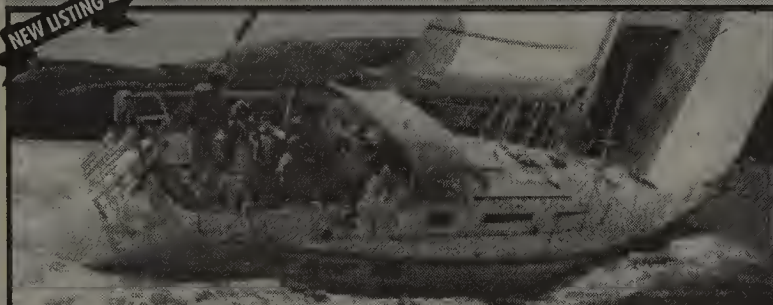
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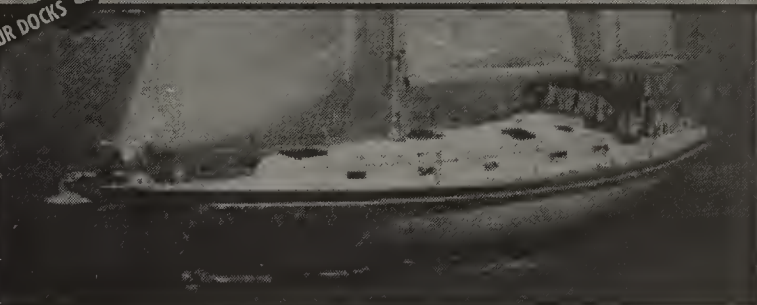
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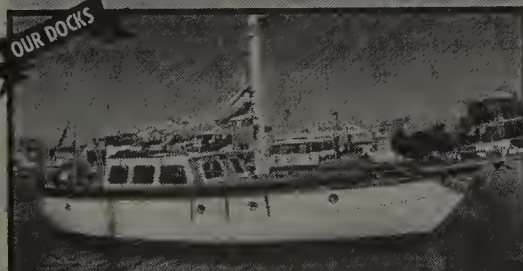
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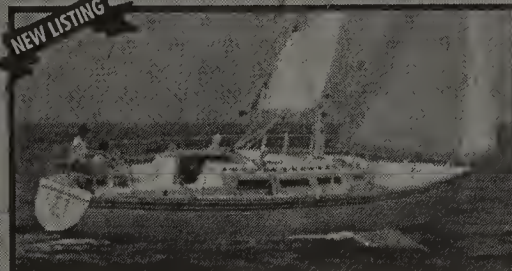
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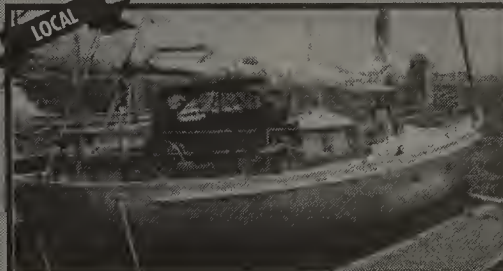
39' PILOTHOUSE MOTORSAILER By Landfall. Double aft, dine heavy weather full keel. Lower steering. Price slashed from \$79k to \$59,900.

NEW LISTING



36' CATALINA
Roller furling, spacious decorator cushions and wide beam make this a cheerful family vessel.

LOCAL



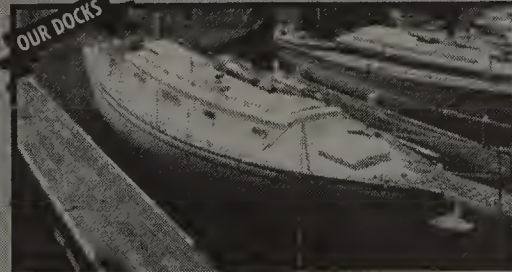
46' DEVRIES STEEL CUTTER
In Bristol yacht condition. New radar, GPS, furling, double in master. Offered at **\$139,500.**

OUR DOCKS



50' CORTEN STEEL HULL
Beautifully constructed. Needs TLC down below. Wonderful possibility for long range cruising. **\$120,000.**

OUR DOCKS



32' FUJI, 1977
Diesel, inverter, refer. Gorgeous interior. Ready for your cruise! **Bargain at \$35,500.**

LOCAL



38' FARALLON CLIPPER, 1959
Hull #17. Best on market. Rebuilt 1979. 60' San Francisco berth possible. **\$27,500.**

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43' BALTIC, 1987

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47' WAUQUIEZ, 1986

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Two available: 1985 & 1989. Both are in outstanding condition and equipped for offshore use.



MORGAN 384

Ted Brewer design. Extremely clean. Ideal liveaboard/bluewater cruiser. Also available: Morgan 383 sistership photo



41' FRERS, 1988

Miramar is a well equipped, well maintained yacht for cruising or competitive racing. Call for specs.



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32' BENETEAU FIRST, '91 .. \$69,500	44' CHEOY LEE, '84 \$125,000
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35' J/35 2 from \$50,000	50' BOC, '94 \$270,000
38' HOOD, '83 Inquire	51' SKYE, '82 \$220,000
40' CAL 40, '65 \$49,000	51' BALTIC, '79 Inquire
40' C&C, '80 \$80,000	51' BREWER, '90 \$395,000
41' KINGS LEGEND Inquire	60' CUSTOM CRUISER, '95.. Inquire
41' SCEPTRE, '85 \$157,000	63' CHEOY LEE MS...2 avail. Inquire
44' J/44, '89 \$199,000	64' DYNAMIQUE \$265,000

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ROBERTS 36 CRUISING CUTTER, 1986

LOA 36'10" • Beam 11' • Draft 5'6"
Disp. 20,000# • Ballast 7,200#

Steel Wind is a beautifully crafted and proven Bruce Roberts 36 that has just entered the market. Recently returned from a two year bluewater adventure,

she has the equipment most sought by serious cruisers. Some of her features include: professionally built double chine hull w/full keel and cutaway forefoot; heavy gauge alum. spars and standing rig with 7 sails in excellent condition; Monitor windvane; 20HP Vetus diesel (Mitsubishi) 800 hrs; Simpson Lawrence manual windlass with ample ground tackle; Shipmate kero stove w/oven; Dickenson diesel cabin heat; 40 gal diesel; 100 gal water in three tanks; 20 gal holding; 6 dorade and 13 opening ports for ventilation; just for starters!! Presently dry stored for a thorough inspection.

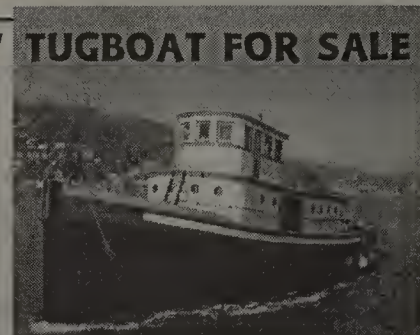
ONLY \$55,000

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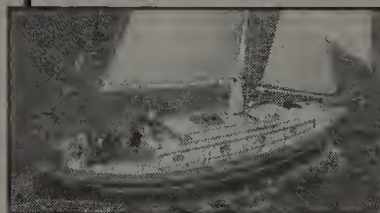
\$73,000

Contact:

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or Bob (415) 398-1201



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37' TAYANA CUTTER sistership

Bluewater cruiser designed by Robert Perry. Diesel auxiliary, new mast, teak decks, custom teak interiors. \$78,000.



38' VINDO Center Cockpit Sloop

Swedish built bluewater cruiser. Fiberglass, diesel, aft cabin, teak decks. See in Ferenc Mate's *World's Best Sailboats*. \$79,500.

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PERRY

44' CHEOY LEE

Perry design, center cockpit. Very motivated seller.



36' SOLD

GARDEN DESIGNS

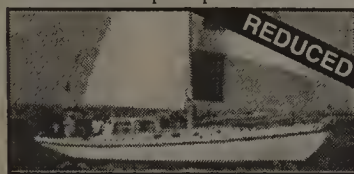
Two 41' Formosas, a 40' Mariner & a 36' Mariner. These comfortable cruisers are stiff yet sail well in all types of weather.



NEW TO MARKET

PACIFICSEACRAFT CREALOCK 34

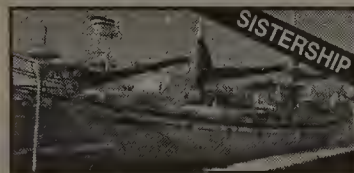
1992. One-owner boat ready to cruise this season. A must see top of the line yacht. Please call for complete specs! On our docks.



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47' RHODES DESIGN PILOTHOUSE

By Astoria Marine of cedar on oak. Dual stations for cool wet days. Totally ready to cruise with her new owners.



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51' FORMOSA, 1980

Totally custom built with no expense spared. A must see.

46' CAL CUSTOM, ONLY \$89,900
45' C&L EXPLORER, AFT COCKPIT
44' FELLOWS & STEWART, ONLY \$19,900
40' COLUMBIA, CENTERBOARD, MOTIVATED

JUST LISTED!

390 BENEATU OCEANIS, 1988, TRD FOR PWR?
39' ESSEX "SALOR", REDUCED \$49,900

STAYANA

36' ISLANDER, PERKINS DSL, NICE, \$32,500
32' ISLANDER, PERRY DESIGN, A "10"
31' ERICSON INDEPENDENCE, RARE
23' COMPAC, 1993, TRAILER, ONLY \$18,000

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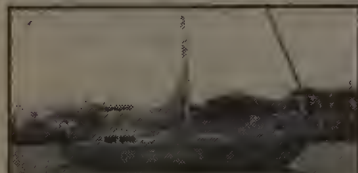
(619) 294-4545

Fax (619) 294-8694

MAC DONALD YACHT



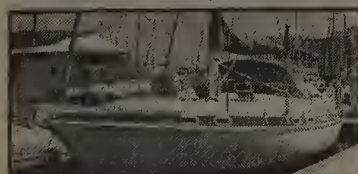
CRUISING BOATS FOR THIS SEASON!



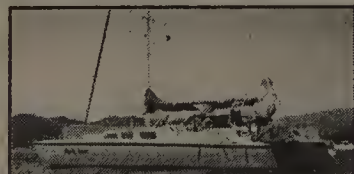
55' PALMER JOHNSON ALUM. CTR. It's fast, it's comfortable. Mull design with cruising inter. Proven worldwide capabilities. \$275,000.



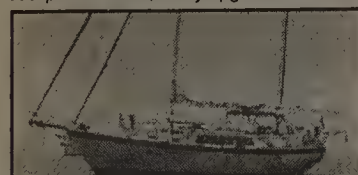
54' CT Beautiful well equipped, well appointed yacht. Stable in all seas. 3 staterooms, bow thruster, aluminum spars. \$210,000.



41' MORGAN OI 416 Very spacious liveaboard, great cruiser. Nearly new sails, full cockpit enclosure, many upgrades. \$89,900.



53' CROSS TRIMARAN New from frames out in '95. New interfaced electronics, inverter, LP, furling, refrig, davits, and more. \$189,000.



45' DOWNEASTER Center cockpit. 3 strms, huge salon. It would be hard to find a better cruising boat for the money. \$119,900.



53' AMERICAN MARINE M/S T/50 hp Westerbekes. Lapworth design, all equipment & spares for deep water cruising. \$149,000.

37' Tayana PH \$100,000 38' Nantucket CC \$73,900 50' Columbia \$145,000
37' Pacific Crealock \$98,000 42' Cascade \$69,000 64' S&S \$195,000



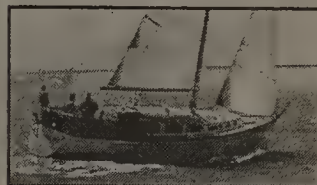
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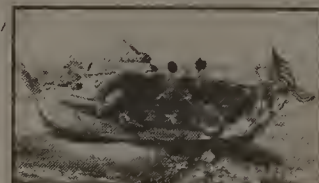
40' CHALLENGER Fiberglass, full keel, Nissan diesel, cruise equipped with many upgrades. Asking \$55,000/offers.



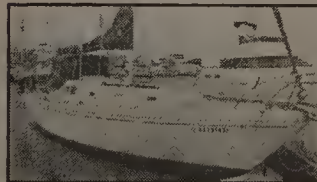
39' WESTSAIL Perry design, beautiful custom interior, long list of quality gear. Cruise/live aboard. Asking \$115,000.



37' FISHER 1980 aft cabin motor-sailer. Dual stations, radar, well equipped for cruising. Asking \$110,000.



35' HINCKLEY PILOT Sparkman & Stephens classic, Hood full battened main & roller furling, AP, refer. Asking \$49,500.



36' COLUMBIA Cruise/liveaboard, dodger, wheel, Harken roller furling, AP, refer. At our docks. Asking \$23,900.



BRISTOL 35.5 Ted Hood, Bay & offshore, diesel aux., wheel, autopilot, roller furling. Asking \$40,000.



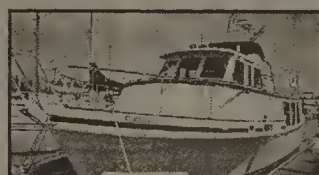
32' ARIES Full keel. Bay/offshore excellent sailing, dodger, autopilot, new sails. Try \$22,000.



30' ERICSON + 1993. Fast, comfortable Bay or coastal cruiser. Priced to sell. At our docks. Asking \$22,500.



31' SLOOP Built by Lester Stone. Frers design, mahogany on oak, diesel aux., true ocean vet. At our docks. Asking \$16,500.



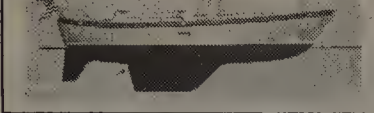
37' TOLLYCRAFT LG RING TRWL Excellent condition, low hours, twin diesels, generator, dual stations, roomy interior. \$119,000/offers.

Craig Beckwith

YACHT SALES

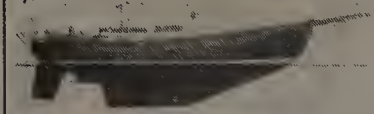
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New Order Hans Christlans
Christlans - 43', 52'
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AT OUR DOCKS



38' HC Trad.- 1987 The best on market, like "NEW". Performance underbody. Priced to sell, asking\$150,000

NEW LISTING



H.C. 38 T - One owner, 75 hp diesel, 2 Staterms, Monitor windwane, new canvas. New to market..... \$128,000

Full Service Brokerage to serve all your Yachting Needs.

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Fall Specials: You won't save more anywhere!!!

- Smart Switch (pumps water only) reg \$179, now \$140
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- Village Marine Water Maker, 6gph, reg \$3195, now \$2719
- Air Marine Wind Generators, reg \$795, now \$685
- Performance Marine Boom Vangs, -30% off list

MUST SEE

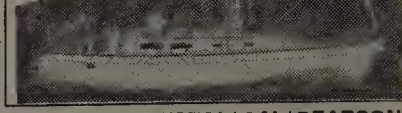


Traditional 33' H.C. Quality and comfort! The perfect short handed cruiser. 2 dbl. Staterms, sep stall shwr, new vang, roller furl, nav instr. Better than new - Asking ...\$120,000



48' HANS CHRISTIAN '86 - Center cockpit World Class Offshore Cruiser, Equipped, excellent condition., Spacious comfort, Great family cruiser. Call for complete package & details!

Demo Program Available



New Order: BRISTOL/ CAL/ PEARSON
BRISTOL - 31' ... 65' CAL - 33', 39'
PEARSON - 31', 33', 34', 38', 39'

AT OUR DOCKS



PEARSON 36' - 1986 Excellent coastal cruiser, very clean, Full canvas, full equipment list, Recently reduced!.....\$64,000

QUALITY

LISTINGS

WANTED

IN-HOUSE

DOCUMENTATION

SERVICES

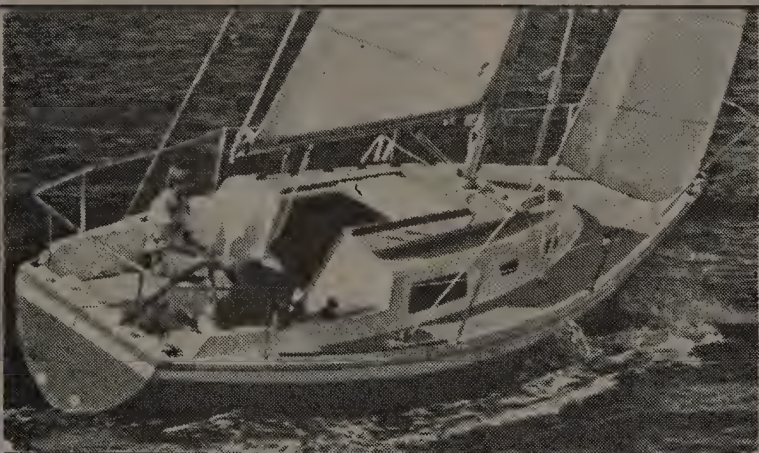
Come see our Survival Gear

HC 33' Trad.....4 from \$89,000
HC 38' Trad.....3 from \$125,500
HC 38' MkII...3 from \$109,500
HC 39' PH.....3 from \$130,000
HC 41' Trad.....2 from \$158,000
HC 44' PH.....2 from \$227,000
HC 48' Trad. Ketch...\$295,000
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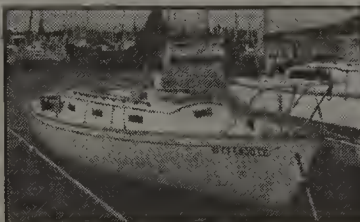
ALLIED 36

Hand-laid world cruiser. Make offers.



26' BARTENDER

10 knots at 1.25 gph. A beauty.



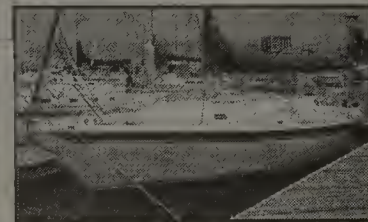
24' YANKEE

Centerboard, classic lines, glass, trailerable.



ISLANDER 36

Very clean, lead keel, ready to sail.



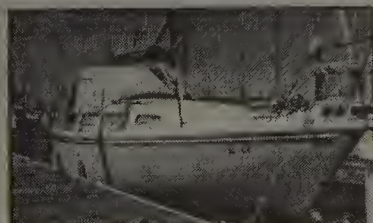
ERICSON 30+

Roller furling. Immaculate, turnkey.



33' HANKINSON

One of the strongest and fairest cruisers ever.



CATALINA 27

Dinette, very clean, outboard.

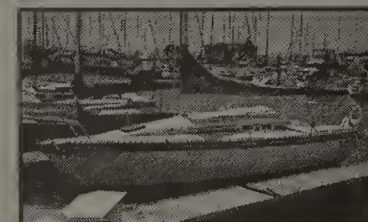
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1984. Fast & Fun. \$8,500.



NEWPORT 30

Fully equipped & clean.

SELECTED SAIL LISTINGS

46' Schooner, '80 \$67,500
42' Golden Wave, '82 .. \$119,000
40' Swift, '80 \$129,000
39' Westsail, '81 \$115,000
38' Morgan 382, '78 \$70,000
37' Hunter, '83 \$43,000
36' Allied, '78 \$45,900
36' Islander, '73 \$36,500
35' Ericson, '78 \$34,900

35' Fast 345, '84 \$36,500
34' Hunter, '85 \$39,500
34' Shock, '86 \$45,000
34' Catalina, '89 \$54,900
33' Hankinsen (custom) \$49,950
32' Dreadnought, '80 \$79,000
32' Beneteau 32 R/C, '84 .. \$38,900
31' Southern Cross, '78 \$59,000

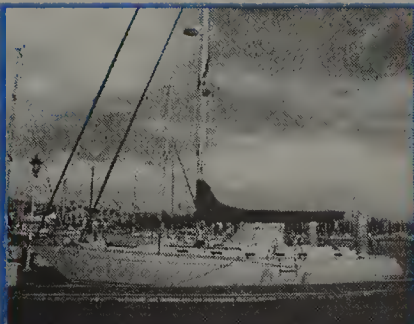
30' Newport, '81 \$29,500
30' Allied Seawind, '78 .. \$39,500
30' Ericson 30+, '84 \$39,900
30' O'Day, '78 \$19,950
30' Catalina, '75 \$19,500
29' Cal, '81 \$12,900
28' Columbia, '68 \$10,500
28' Bristol Channel ctr, 82 .. \$87,500

27' Catalina, '78 \$8,500
27' Cal, '74 \$8,400
27' Coronado, '72 \$7,995
26' Bartender \$9,500
25.5 Hunter, '84 \$8,500
25' Catalina, '80 \$9,900
25' Cal 2-25, '78 \$7,550
24' Yankee Dolphin, '68 .. \$9,500

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Reduced to \$65,000.



44' ISLANDER. Lapworth design, recent engine & rig survey, sailing dinghy, Perkins diesel, clean. 36' & 28' Islanders also. Call the experts!
\$49,900.



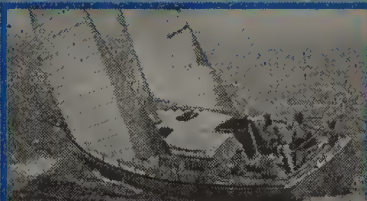
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C&C 40, 1981. Custom toll rig. Harken roller furling, Maxi prop. Great sail inventory. 'Out of state' purchase! **\$69,500.**

Also: C&C 34, 1980. Beautiful classic. Well maintained and upgraded. **\$41,000.**



33' NANTUCKET, 1984. Center cockpit, aft cabin. Well equipped, including rodar, dinghy davits, dodger and more.
\$60,000.



GULFSTAR 37, 1979. Beautiful teak interior. Great boat for cruising and/or liveaboard. **Asking \$62,500.**



48' HUGHES by SPARKMAN & STEPHENS, '72. True world class cruiser. Center cockpit. Mercedes diesel.
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28' ISLANDER, '79
Exceptionally clean & well maintained. New main. Volvo dsl.
Reduced to \$18,500.



38' CATALINA, 1980. Fast, comfortable racer/cruiser. Great sail inventory including 3 spinnakers. Low engine hours. Great electronics.
\$46,000.



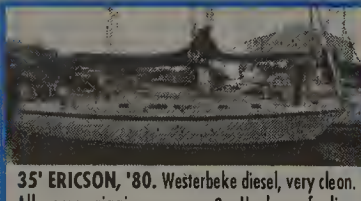
39' IRWIN. New dodger/sail covers/cushions, Yanmar diesel, full bottom main, roller furling headsail.
\$49,500.



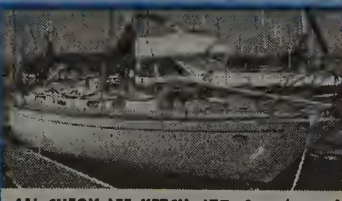
45' VAN DER STAAT, '76. Center cockpit. Pullman berth. Perkins. Exceptional f/g bluewater cruiser. Possible liveaboard in Sausalito.
\$79,500.



54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more.
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35' ERICSON, '80. Westerbeke diesel, very clean. All new rigging, spar & Harken furling **\$39,900.** ALSO: ERICSON 30+s, '89, '80 & '83. 2 staterooms. Exceptional boats. **\$14,000, \$26,900 & 24,500.**



41' CHEOY LEE KETCH, '77. Great layout for cruising, liveaboard or entertaining. Capable of world cruising. One of Cheoy Lee's most successful designs.
\$58,000.



71' OCEAN BIG O. Complete charter operation, extremely well equipped.
\$319,000.

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SAIL

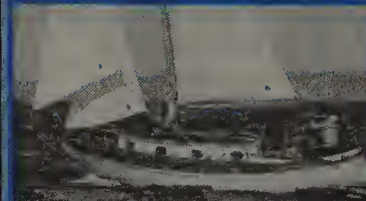
LOD BUILDER	YR	PRICE	LOD BUILDER	YR	PRICE
71' OCEAN BIG O		\$319,000	35' ERICSON	'80	\$39,900
50' FORCE	'73	\$129,000	34' CATALINA	'90	\$69,500
45' HARDIN	'82	\$104,000	33' HUNTER	'79	\$29,000
42' PORPOISE KETCH	'67	\$74,000	33' BRISTOL	'69	\$26,500
41' MORGAN		\$61,500	33' GURNEY HUISMAN	'68	\$35,000
39' CAVALIER	'80	\$82,500	33' MORGAN	'75	\$28,900
38' DOWN EAST (Mex.)	'75	\$52,000	32' MARINER KETCH	'70	\$24,900
38' MORGAN (So Cal.)	'79	\$79,000	32' FUJI	'76	\$32,000
37' FISHER	'80	\$110,000	30' NEWPORT III	'82	\$32,900
37' HUNTER (2)	'79 & '88	CALL	30' CAPE DORY M/S	'87	\$89,000
36.5' PEARSON	'79	\$59,500	30' CATALINA	2 from	\$16,900
36' C&L	'77	\$29,000	30' ISLANDER	'85	\$25,900
36' ISLANDER	'80	\$58,000	30' IRWIN	'85	\$21,500
36' WATKINS	'81	\$49,500	29' CAL	'70	\$16,000
35' AUX SLOOP	'38	\$22,500	29' ISLANDER	'67	\$11,900
35' NIAGARA	'81	\$67,000	28' ISLANDER	2 from	\$18,500
35' BRISTOL	'79	\$40,000	28' HERSCHOFF	'61	\$11,900
35' ERICSON	'74	\$31,000	26' HAIDA SLOOP	'69	CALL

POWER

LOD BUILDER	YR	PRICE
60' STEPHENS	'66	\$350,000
56' FELLOW&STEWART	'27	\$69,900
52' STERNWHEELER	'83	\$69,000
46' CHRIS CRAFT	2 from	\$69,000
42' CHRIS CRAFT	'69	\$62,000
41' PRESIDENT FBMY	'81	\$95,000
40' CHRIS CRAFT	'68	\$28,000
40' BLUEWATER	'78	\$67,500
40' FISHING VESSEL		\$75,000
37' TOLLYCRAFT LRC	'78	\$119,950
36' CROWN CUSTOM	'80	\$48,500
36' UNIFLITE	'78	\$59,950
30' TOLLYCRAFT	'72	\$56,000
24' FOUR WINNS	'88	\$17,000
270 DA SUNDANCE	'91	\$46,900



46' STEEL SLOOP/CUTTER. Built in Holland. Excellent condition. One owner boat. CRUISE READY! 6-cyl Perkins. Pullman master stateroom.
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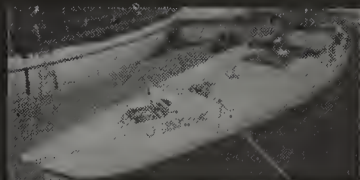


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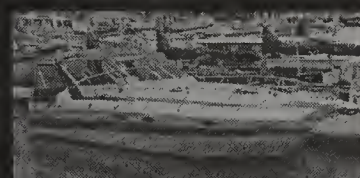
50' CAMPER NICHOLSON. Cruiser/racer. New Valva dsl, major refit just completing, very extensive inv. Fast/powerful-rigged for shorthanding \$61,000.



40' LOD TED GEARY MOTORSAILER. By Ferris, Diesel, cutter rig, 6'3" headroom, world cruiser/liveaboard & more. Asking \$47,500.



70' CLASSIC FANTAIL MY by Collis. Twin 671 diesels, 4.4kw genset, flybridge, full cover & much more. A magnificent yacht. Asking \$149,500.



34' SUNRUNNER 34 ULTRA 302. Twin 454s, i/a's, A/C, stereo, H/C press water, full canvas, trim tabs, swim platform & more, 1990. Asking \$41,000.

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20' BALBOA 1,800
22' COLUMBIA 22, new O/B 4,000
22' TANZER Slp 4,250/offer
24' COLUMBIA, new O/B 4,000
25' CORONA00 Slp, O/B 4,000
26' CONTESSA, dsl 13,500
26' COLUMBIA, O/B, Howoi vet, full keel, nice 5,500 obo
27' BRISTOL, O/B, clean 6,650
27' CATALINA Slp, dsl Try 7,500
28' P 28, Danish slp, full kl Try 2,900
30' KIWI 1/2 ton sloop 11,500
30' WALSHBO M/S, dsl 15,000
30' LOO SEAWITCH Ketch, nice 19,500
30' C&C MEGA 30 12,900
30' KNARR, o/b, good inventory 9,900
30' CUSTOM Ketch, dsl cruiser 14,500

31' HERRESHOFF, slp, dsl Ask 8,000
40' SEABRO YWL, steel, dsl Try 24,500
46' STAYSAIL SCHOONER, nice 69,000
47' 30 SQUARE METER Sloop 17,500
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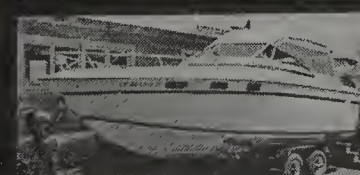
34' JEFFRIES EXPRESS CRUISER. Twin 455 VBs, over \$75,000 refit just completed. Asking \$45,900.



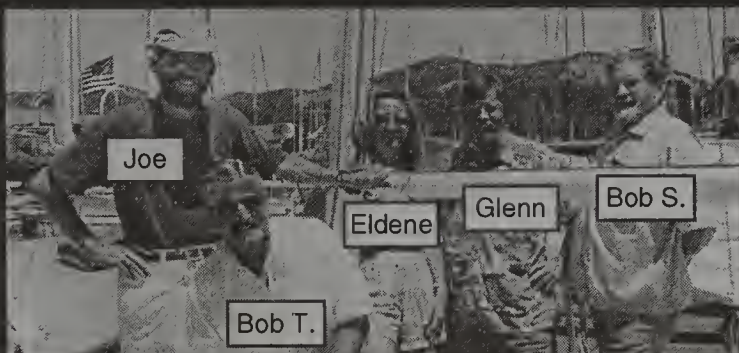
46' KITATRAWLER YACHT. Twin diesel, radar, RDF, 2 VHF's, AP, dinghy, 2 depthsounders, gen., and more. Cruise to Alaska! Asking \$110,000.



HISTORIC MONTEREY TRAWLER 28'. Fisherman's Wharf classic w/modern dsl & full electronics. Asking \$12,000 w/electronics, \$7,500 w/o.



26' FORMULA THUNDERBIRD. W/trlr. Just rebuilt 280hp V8, full canvas & cover & tow cover. Very clean & sharp. Reduced to \$12,500.



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36' CAPE GEORGE CUTTER. Full keel, extra strong F/G hull, low hours on Valva diesel, proven world cruiser, 42' LOA. Asking \$78,000.



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Re: Surface Tension N/M 36

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